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TWENTY-FIRST

ANNUAL REPORT

OF THE

DIRECTORS

OF THE

PHILADELPHIA BOARD OF TRADE,

TO THE

MEMBERS OF THAT ASSOCIATION.

FEBRUARY 6, 1854.

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PRINTED BY DEACON & PETERSON,
66 SOUTH THIRD STREET,
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## PHILADELPHIA BOARD OF TRADE.

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The annual meeting of the members of the Board of Trade Association was held on Monday evening, February 6th, 1854. Mr. Richard D. Wood was called to the chair, and Frederick W. Grayson appointed Secretary.

The annual report of the directors was read, and, on motion, it was ordered to be committed to the new Board of Directors, with power to adopt such mode of publication and distribution as to them may seem expedient.

On motion of Mr. Morton McMichael, seconded by Mr. Frederick Fraley, it was resolved, that the thanks of the Association be returned to the Directors for the able and intelligent manner in which they have discharged their duties during the past year.

It was also resolved, on motion of Mr. Joseph C. Grubb, that, in order to render the action of the Board of Trade more fully effective, all who are engaged in mechanical, commercial, and manufacturing pursuits, should become members thereof.

On motion of Mr. E. A. Souder, the meeting proceeded to the election of officers, to serve during the ensuing year; whereupon, Messrs. Samuel C. Cook, James Milliken, and John B. Austin were appointed tellers by the chairman. On closing the poll, the tellers reported the following gentlemen as duly chosen:

### PRESIDENT.

THOMAS P. COPE.

### VICE-PRESIDENTS.

THOMAS P. HOOPES,

SAMUEL C. MORTON.

### TREASURER.

ABRAHAM J. LEWIS.

### SECRETARY.

HUGH CAMPBELL.

### DIRECTORS.

N. B. THOMPSON,  
DAVID S. BROWN,  
S. MORRIS WALN,  
DANIEL HADDOCK, Jr.,  
JAMES C. HAND,  
OLIVER FULLER,  
JOHN R. PENROSE,  
BENJAMIN MARSHALL,  
A. J. BUCKNOR,  
W. J. WAINWRIGHT,

A. J. ANTELO,  
JOHN WELSH, JR.,  
EDMUND A. SOUDER,  
W. C. PATTERSON,  
SAMUEL V. MERRICK,  
EDWARD C. KNIGHT,  
FRANCIS R. COPE,  
JAMES TRAQUAIR,  
CHARLES SINNICKSON,  
ELLIS YARNALL,

SAMUEL J. REEVES.

### SECRETARY TO THE BOARD OF DIRECTORS.

F. W. GRAYSON.

On motion, the meeting adjourned.

RICH'D D. WOOD, Chairman.

FRED. W. GRAYSON, Secretary.





TWENTY-FIRST ANNUAL REPORT  
OF  
THE DIRECTORS  
OF THE  
PHILADELPHIA BOARD OF TRADE.

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The period having arrived when the Directors elected at the last annual meeting of the association must, according to the rules of the institution, return their trust into the hands of their constituents, they proceed to report to this meeting the action taken by them on the principal matters which have engaged their attention during the past year.

**THE GAUGE LAW.**

The movement made in the legislature to repeal the law requiring all railways built in the State to conform to a prescribed width of track, excited very deep concern among all classes of the community, and memorials, remonstrating against the measure, were prepared by this Board, signed by hundreds of citizens here and in the interior, and forwarded to Harrisburg. The object of the effort, it was believed, was to enable foreign corporations to control the trade of the west and south-west, by means of a continuous railroad across Pennsylvania, having not only an unbroken gauge, but, in order that the avenue might be exclusively tributary to New York, a gauge differing widely from that of all the roads, State and private, within this Commonwealth.

We were of opinion that there were strong local reasons why the legislature should not change the



law. It was seen that even if such a step would not have the effect of converting Pennsylvania into a mere thoroughfare through which trade might pass and repass to other markets than her own, yet it would destroy that uniformity in her railway system which was designed to secure the utmost facility of transit from one branch of it to another, with a corresponding rapidity and economy of intercourse between all sections of the State. Considering, moreover, that millions of dollars of the public money had been spent in erecting the State works—that many roads had also been constructed by the citizens of Pennsylvania at an enormous outlay of private capital, and connected, by means of a correspondence in the width of their tracks, with those of the Commonwealth, it was obvious that the interest of these improvements would be greatly injured if others to be built should be allowed to oppose obstacles to the free transition of freight and travel at points of intersection, and more especially so if, as was not improbable, the new lines should be carried to the boundaries of adjacent States, and united there by the same gauge with roads adapted to carry off from our own to rival emporiums, as well the internal trade of Pennsylvania, as that reaching us from regions beyond its limits.

For these and other reasons, it was hoped that the legislature would not repeal the gauge law, but this hope was disappointed and we are now experiencing the pernicious consequences of the act.

#### PHILADELPHIA POST OFFICE.

The very defective character of our Post Office has been the subject of general complaint for several years. Our merchants, and business men generally, suffer annoying, and often injurious, delays in the receipt of their correspondence, in consequence of the limited room and



facilities to which the post office is confined, while the remaining portion of the community, outnumbering very greatly the commercial class, are supplied with even less accommodation. Besides the inadequacy of the rooms at present occupied by the postmaster and his assistants, for the ready and expeditious performance of their labors, and the unsuitable architectural plan of the building as regards the purpose for which it is employed, the mails which arrive are constantly exposed, especially at night; while, in addition to their insecurity outside of the office, the peculiar construction of the apartments in which they are opened, distributed, and made up, affords ample opportunity for the practice of depredations within.

Sustained by what we know to be the universal sentiment of this community relative to our defective postal accommodations; by the urgent remonstrance of grand juries of the United States Court for this district, and by the late action of the postmaster general, your Board addressed a memorial to Congress, urging the expediency of making immediate provision for the case.

In connection with an application for more suitable facilities for the mail service, we considered that the deficient accommodations now possessed by the Federal courts deserved attention, and that the necessities of these two important public interests should be made an argument for the erection of a single building adapted in point of commodiousness and arrangement for the use of both. Not long since, Judge Kane, in discharging a grand jury, remarked, in reference to the United States court rooms, that they were barely sufficient for the business of one court, much less for that of two—that frequently one court had to adjourn to enable the other to hold its session, while jurors are necessarily sent to taverns in the neighborhood, and the marshal, clerks, and other officers subjected to the greatest inconvenience.

He also said, "the present accommodations for the post office are disgraceful to a government like ours. Millions of money pass daily through it, and the government and people can rely fully for security only upon the individual integrity of the clerks employed. The facilities for speculation are great, as the rooms are so constructed as to prevent the head of the department from exercising a supervisory eye over his subordinates. The crowded state of each room, and the easy access to the mails by persons who have no control over them, only make it a matter of surprise that much larger sums are not lost, and more robberies are not committed."

In making the reform required, enlightened economy suggests the appropriation by the national legislature of a sum ample enough to build an edifice for both branches of the public service above named. At present a lot might be purchased for the purpose at a low sum, compared with that which, in consequence of the great advance that must take place in the value of real estate here, will be required three or four years hence. And while no building, not expressly erected for them, would perfectly answer the wants of a post office and the courts, rents will constantly increase with the rise in the price of ground, until the government will have paid on leases of tenements unadapted to its use, an amount exceeding that which it would now cost to buy a property and construct upon it a suitable building. In every point of view, this subject is entitled to the immediate attention of Congress.

#### PAID FIRE DEPARTMENT.

The many and serious evils resulting to commerce, as well as to public order and morals, from the present voluntary system, induced your Board to memorialize



the state legislature to authorize the organization in this city of a paid fire department. The reform, rendered so desirable by various important considerations of social security, reputation and economy, has not yet been accomplished, but it is hoped that under the new government of the consolidated city the measure may be speedily realized.

#### DELAWARE AVENUE.

The want of sufficient wharf space, roadway and dock facilities, along the whole east front of the city, has engaged the serious attention of your Board during the past year. A committee of the Board, in conjunction with committees representing the Board of port wardens, and the commissioners of the several Districts interested, have had the subject under consideration, and are preparing to obtain from the General Assembly such legislation as may be necessary to authorize the desired improvement. The difficulty heretofore encountered in the matter, has been a reluctance on the part of the adjacent Districts, from some supposed opposition of interests, to unite with the city proper in accomplishing a measure which, if once effected, would result in great and equal advantage to the whole port. This is one of the many illustrations of that pernicious and unnatural system which divides a great metropolis into a number of petty independent municipalities. As Philadelphia is now happily relieved from this formidable obstacle to her progress, we may confidently look for the early execution of a project for increasing the facilities of the port, as well as for the accomplishment of other improvements required by the common welfare of the community.

#### INSPECTION LAWS.

Soon after your Board was elected, a very general and deep anxiety was produced among our commercial

classes by an attempt made at Harrisburg to revive the law, sometime before repealed, subjecting salted provisions to compulsory inspection, previous to exportation from this port. We believed that the imposition of a tax, in the shape of an inspection fee, on beef and pork, shipped from this point, would operate at once to divert a trade, which is yearly contributing a large sum to the State in receipts for transportation over its roads and canals, while it is, at the same time, augmenting the commercial prosperity of Philadelphia, and indirectly benefiting all sections of the commonwealth.

But besides the folly of levying unnecessary restrictions upon commerce at any time, we deemed it especially inexpedient for Pennsylvania to reënact laws subjecting salted pork and beef to an inspection duty at the very moment when they had been relieved from all such burdens elsewhere; and when, also, the trade in this article was by force of natural causes and local enterprise being drawn through her borders and centered in her chief commercial capital. Entertaining these views, we addressed the legislature an earnest remonstrance against the contemplated change in the law.

#### RAILROADS.

The Maysville and Big Sandy, the North Western, and the North Pennsylvania railroad companies, having appealed to our citizens to aid them in the construction of their respective roads, your Board, appreciating their great importance to the commerce of Philadelphia, adopted resolutions recommending them to the favorable regard and assistance of the community. The merits of these several enterprises are too well understood to need explanation in this report. The help extended to all such improvements is only so much money loaned on the



best possible security, at the most munificent rate of interest. Nor is even one half the profit of such applications of capital comprehended in the business receipts returned directly by a railway to its stockholders. Large as these are in a majority of instances, they do not begin to equal in value the advantages which result from an extensive and efficiently managed railroad to the general welfare of the community to which it is made subsidiary. In illustration of this, we may refer to the fact that the Maysville and Big Sandy Railroad Company recently entered into contracts here for the supply of the iron, the locomotives, and the passenger and freight cars for their road, at an aggregate cost of five hundred and eighty five thousand dollars, which sum, of course, they are distributing among the manufacturers, mechanics, and merchants of Philadelphia. Here, then, is a practical exemplification of the benefit which a community gains from loaning its capital to encourage that species of improvements which creates a demand for the products of its manufacturing skill. The good results are immediate, as well as distant. It no sooner helps, than it is helped in return. Within a month or six weeks after less than one hundred thousand dollars, in the form of stock subscriptions, had been obtained here towards the construction of a thoroughfare which, when finished, in connection with its eastern links, will contribute to carry a trade between this city, Kentucky and Tennessee, worth annually millions of dollars, the company owning the road, spent at once more than half a million of their money in the purchase of our iron, and the products of our factories. In the face of a fact like this, we need hardly argue the wisdom of assisting those who, in the nature of things, are to become auxiliaries in the promotion of our prosperity.

**PENNSYLVANIA CENTRAL ROAD.**

The final completion of the Pennsylvania Central Railroad and the rapid growth of its business, must be a matter of sincere gratification to this community. The official returns of the company show the following results for the last two years. While the receipts of the road in 1852 were \$1,943,827, and the expenses \$1,329,384, the net profits were \$614,442. For 1853, we find the receipts \$2,768,769, the expenses about \$1,700,000 and the net profits \$1,068,769. This shows an increase of profits for the last over the previous twelve months of nearly half a million of dollars. The results of its operation thus far clearly demonstrate that the work is destined to be the most popular avenue of communication between the tide waters of the Atlantic and the vast region of country through which it and its extensions penetrate. A large population and traffic will yet grow up immediately on the line of the road, while an immense and rapidly increasing external commerce will continue to feed it from the directions of both its termini.

The whole grading for a double track along the entire length of the route is nearly completed, on twenty-five miles of which the rails have already been laid, while the remainder will be put down as fast as the iron can be delivered. When the whole work is finished as contemplated, and its leading western extensions are put into operation, its annual business will, in all probability, reach in value eight or ten millions of dollars, and its net profits be proportionately increased.

**DELAWARE BAY AND RIVER.**

The superintendent of the Light House Board having applied to the collector of this port to ascertain what, if any, improvements were required to facilitate the navi-



gation of the river Delaware, with a view to make a report of the facts to the proper department in time to have it laid before the present congress, Mr. Brown addressed your Board upon the subject. We referred the matter to the committee on lights, buoys and harbors, who, after careful examination, drew up a very able report addressed to the collector. The communication was duly forwarded to the Light House Board, who, in their reply, expressed their earnest desire to render the aids to the navigation of the Delaware river and bay, now authorized by law, as efficient as it is possible to make them. They stated, moreover, that certain additional lights and buoys, asked for by your Board, will be placed at the opening of navigation in the Spring, at the points indicated. The lights at Cape May and Cape Henlopen have been temporarily refitted with the best illuminating apparatus that could be made in this country, and will be furnished hereafter with lights and lenses on the system of Fresnel. A letter from Major Sanders also informed us, that the new harbor in course of construction to the eastward of Reedy Island, is so far completed, that the lower line extends out to twenty-two feet water, and the upper line to seventeen feet water, at low tide—thus affording perfect protection against flood tide ice, to any vessel navigating the Delaware. Additional means are required to complete this work, and your Board have made an application to Congress for the purpose.

The Light House Board also assured us of their intention to take prompt steps to remedy any defects that may be found to exist in the present aids to the navigation of our river, so far as the means provided by Congress will permit, and to report to the Secretary of the Treasury every case of inattention, incapacity or neglect of duty, on the part of the employées of the Light House

establishment, which may reach them from reliable sources.

This prompt and cordial action of the Board is very important, as far as it goes, and has received our warm acknowledgment. But what has been done is not all that is needed, nor is the fund appropriated for the purpose adequate to furnish the facilities which the interests of our commerce require. The Delaware bay and river constitute a long tract of water to be traversed by ships trading with this port. They might be made, by the judicious outlay of a few hundred thousand dollars, as convenient a channel of the kind as could be desired; and when it is considered that a vast and rapidly growing trade would be benefited by improving them, the government should not hesitate to grant the requisite money. The number of vessels floated in 1853 on the tides connecting Philadelphia with the Atlantic, amounted to more than twenty-nine thousand. Not to mention those engaged in the foreign and general coasting trade, the statistics show, that the tonnage of our coal traffic alone, exceeds that of the whole foreign commerce of New York. The value of the imports last year at this port, exceeded twenty-one millions of dollars, being an increase, since 1849, of more than one hundred per cent. We have six lines of ocean steamers in operation, which are compelled to navigate the Delaware at night, in order to compete with the lines of other ports. In view, then, of the great importance of the subject to this community and to the government, a considerable part of whose revenue is derived from our customs, there should be a liberal appropriation made by the present Congress to consummate the work of improving navigation between this port and the ocean, and your Board have, accordingly, memorialized that body to grant further aid for the object.



**PHILADELPHIA MANUFACTURES.**

Examination of a copy of the census of manufactures taken in 1850, satisfied us of the incorrectness of the statistics so far as they relate to Philadelphia. As compared with the enumeration made ten years before, they represented the industrial capital, labor and production of this city as having decreased, instead of advancing. While, for instance, the returns of 1850 reported the gross products of workers in the precious metals, at a million and a half of dollars, the same products ten years before were set down in the census tables as exceeding in value two and a half millions of dollars; and while the value of chemicals reported as manufactured here in 1850, was not quite half a million of dollars, it amounted in 1840, to nearly two millions of dollars. In the face of these startling and obvious errors, we considered the returns of our manufactures by the late census entirely false, and believed that if they were allowed to go before the world uncontradicted, they would do a gross injustice and, perhaps, serious injury, to the interests of this community. Your Board, therefore, promptly appointed a special committee, to institute proper inquiries, with a view, if the result of the investigation should warrant it, to apply to Congress to suppress the whole report as furnished to and made up in the census bureau at Washington.

The committee, in pursuance of their duty, sent a printed circular letter to a number of our citizens engaged in certain selected branches of industry, wherein they briefly explained their object and requested each of the persons addressed to communicate to them, confidentially, the total capital and labor employed in, the wages paid for, and the gross value of the products of his business, during the year 1849. It was believed that if these questions were faithfully answered, the results would show that the census of our manufactures

for the period named, was most loosely and partially taken, and that the mistakes detected in a portion of the statistics would afford reliable data for estimating the incorrectness of the whole. We sincerely regret that thus far but few of the persons addressed have responded. Enough, however, has been ascertained, to prove that the report grossly misrepresents the industrial interests and character of Philadelphia, and that its publication ought therefore to be resisted. The following facts will sufficiently illustrate this. In the census for 1849, taken in 1850, and which Congress is solicited to adopt and send forth as a true enumeration, we find that the number of our establishments for the manufacture of chemicals is given as ten, while the total capital of the whole is stated to be \$298,400; the number of hands employed 162, and the aggregate value of products \$436,818. Taking but two of the five establishments from which the committee of your Board have received returns for the year 1849—and they are not the largest chemical works we have—it appears that their aggregate capital was \$490,000; the number of hands employed 130; and the joint sum of their products \$398,000. In other words, the capital of two establishments alone exceeds that assigned by the census to ten, while their labor and production are almost equal to what the census reports as the total labor and production of all our chemical manufactories. Again; under the head of machinists, the census of 1850 represents Philadelphia as having thirty-four shops, with a total capital of \$668,350, employing 1289 hands, and yielding products valued at \$1,144,650. The committee of your Board have received returns for the same period from but six manufacturers of machinery, showing a joint capital of \$725,527; hands employed 1075; and an aggregate production amounting in value to \$1,113,460. So that in this case

the capital of but six establishments exceeds, and their labor and production very nearly equal, the aggregate results reported by the national census as indicating the business of thirty-four manufactories of machinery in Philadelphia. We should add that the statistics for 1853, obtained from the houses above alluded to, ascertain that in every instance their capital, hands, and productions have almost doubled since 1849, while in one they have been trebled. With these facts before us none can fail to acknowledge the discredit and injury which would inure to this city from the publication of such erroneous statistics.

#### THE UNITED STATES MINT.

Your Board, having reason to believe that efforts which had previously been made to effect a removal of the United States Mint from this city to New York, would be renewed, with redoubled zeal and vigor, during the present session of Congress, referred the subject to a special committee, with instruction to devise and report such course of action as they might deem necessary in reference to the matter. The committee prepared a memorial to the Senate and House of Representatives setting forth various cogent arguments against the proposed transfer of the institution, which was approved by this Board and forwarded to Washington. Copies of the same memorial, numerous signed by our citizens, were likewise transmitted.

There are too many strong considerations of public interest opposing the measure to permit the belief that Congress can disregard them all in sanctioning an act which is recommended by no reasons comparable in importance to any one of those which forcibly urge the retention of the institution where it is now established. The question is certainly of such a character as



to require that its decision shall be rested altogether on views of national policy, without respect to any merely local interest or claim with which either Philadelphia or New York may desire to complicate the subject. So far, indeed, as this community is concerned, we can confidently assert that it has never sought to keep the principal establishment for the Federal coinage here as a means of gain, or set up for the purpose any pretension in the shape of special right.

Apart from that jealousy which Philadelphia may very properly feel under circumstances connected with the proposed transfer of the mint involving her metropolitan credit, as well as the integrity and skill of her people, she has heretofore resisted, and still resists, the measure, chiefly on account of those considerations of economy which appertain to the Federal service, and concern equally all sections of the country. Your Board are confident that if the question is fairly considered upon broad national grounds, the government will not authorize a removal of the mint to a site further east, where it would be peculiarly open to attack from a hostile fleet, greatly more expensive to the public, and not capable of being operated in connection with the same scientific skill and mechanical resources as it has always enjoyed, and, perhaps, can only enjoy here.

#### POSTAL ARRANGEMENT.

Until the first day of the present year, our merchants and citizens generally, experienced serious delays in the receipt of their foreign correspondence, for the reason that the whole foreign mail matter intended for this city, instead of coming from the British post office made up and addressed in a separate and distinct form, was brought across the ocean by the English and American steamers, undistinguished in any manner from the gene-

ral mass of correspondence destined to the various towns and cities of the interior. It was consequently subjected to the detention and the mistakes which were unavoidably incident to the process of overhauling and reposting the mail for Philadelphia at New York and Boston. These latter places, while selected as the exclusive points of distribution to all the minor local post offices of the country, received their own transatlantic mails in the assorted and separate form in which they were originally made up on the other side of the water, and this privilege, in addition to their being the ports at which the foreign mail packets arrive, gave them a great and unjust advantage over Philadelphia. The intelligent and highly efficient officer who now has charge of the postal department of the government, seeing the many and grave inconveniences, as well as injustice, which have resulted to the second commercial emporium in the Union, from the unnecessary delays and errors in the delivery of its European correspondence, felt it to be a public duty incumbent upon him to obtain, if possible, such supplementary provisions to the convention of December 15th, 1848, between the post office of the United States and that of Great Britain, as would secure to Philadelphia equal advantages, so far as treaty stipulations could concede them, with New York and Boston. An arrangement, which took effect on the first ultimo, was, accordingly concluded, stipulating that, in relation to all correspondence passing between the United States and the United Kingdom of Great Britain and Ireland, as well as all parts of the continent which make the latter a channel of transit for their mails, Philadelphia, to the extent of its own immediate postal intercourse, shall be, similarly with New York and Boston, an office of exchange. Your Board, appreciating the great value of this conven-



tion, passed resolutions duly thanking the Hon. James Campbell for his public spirited and successful efforts in the matter.

#### THE ERIE TROUBLES.

The Board of Trade, as the representative of the mercantile community, held a special meeting to consider their duty in reference to the railway difficulties at Erie, and after much calm and deliberate discussion, they unanimously adopted the preamble and resolutions which are appended to this report.

This was the first authentic expression of opinion which was uttered by the merchants of this city in regard to the Erie affair, since its commencement. It asserts that the legal rights and the local interests of a portion of the people of Pennsylvania, have been grossly outraged, and that they are entitled to be defended by the government. But, while sympathy with Erie in the actual wrongs it has sustained, is avowed in that manly spirit of patriotism and fraternity which the citizens of every State owe to each other, whenever circumstances arise which will warrant it, the resolutions emphatically deny any participation of this community in the transactions at Erie, and express no approbation of any proceedings, if such there were, which cannot receive, upon proper judicial investigation, the sanction of law. As loyal citizens of a commonwealth whose sovereignty had been shamefully outraged, and whose interests there was manifestly a deliberately formed conspiracy to injure, the people of this community, of all conditions and callings, felt themselves made, without their agency, parties to the Erie troubles, in so far as they involved State rights and State honor. To this extent every Pennsylvanian was naturally and rightly in sympathy with the citizens of that particular section of the State which was the scene of difficulty.

Both have a common cause in the principle of resistance to unlawful encroachment by the people of other communities upon that supreme territorial jurisdiction which is resident in the government of the State. It would be unsafe in the extreme to tamely suffer, on any occasion, or for any purpose whatever, aggression of this kind. To grant license to one such instance of wrong, would virtually guarantee impunity to similar acts hereafter, until the independence of the commonwealth would be ultimately surrendered to the power and will of any who might choose for individual, corporate or national ends to usurp and violate it. The pretext on which it was contended that Pennsylvania should abandon her citizens and domain to the mercenary spoliation of a coalition of railway companies in New York and Ohio, is the promotion of the commerce of the country and the cultivation of comity among the States of the Union. But no member of the confederacy can be justly required, for any such object, to permit fraudulent or violent invasions of its political dignity and prerogatives as a sovereign commonwealth.

In annulling the charter of a corporation which had perversely exceeded the franchises conceded to it, the legislature merely vindicated, as it was bound to do, the authority of the State. With the exercise of this right no foreign community can properly interfere. If the contrary doctrine were admitted, the reserved powers of the States under the Federal constitution, would be rendered nugatory for all practical purposes, and the separate interests of each would in effect be subjected to the control of any one or more that might see fit to sacrifice them to the designs of their own ambition or cupidity. Yet, in revoking privileges which were legally forfeited, Pennsylvania is vindictively denounced by the press and people of New



York and the West, and it was against this unjustifiable aspersion of the character of the government that the citizens of Philadelphia, before silent and inactive, felt themselves imperatively called upon to protest.

#### THE USURY LAWS.

The attention of the Board being called to the expediency of abolishing the usury laws of the State, they addressed a memorial to the Legislature asking that they might be repealed. The laws have proved upon experiment to be most pernicious in their influence and results. They have, in all large mercantile communities where they have operated, abetted and encouraged extortion, increased the tax upon the necessitous borrower, and added to the immorality of inequitable charges for a temporary accommodation, the still more serious and corrupting crime of habitual violation of law. Were there no legislative interference with this matter, were parties dealing in money allowed to receive and pay whatever interest they are inclined to stipulate for, it is manifest that a large instead of a comparatively very limited amount of capital would be always seeking this sort of investment—that the multitude of persons having means to lend would raise up a competition which would enable the borrower to obtain better conditions, and that the rates charged would be reduced to a standard fixed, in all cases and at all times, by the actual and fair value of every separate transaction. Under the present system there is no justice or equality to be enjoyed on one side, while the grossest oppression in the exaction of exorbitant interest may be practised with virtual impunity on the other. It is absurd in government to attempt to control this matter by rigid rules which will not accommodate themselves to the fluctuating nature of financial affairs. Separated from any calculation as

regards the security of a loan and the facility of recovering it when due, the value of it to the lender must and ought, in equity, to depend on the profit which might be realized on the money if otherwise invested. In other words, the productive capacity of capital should determine the rate of charge for the use or loan of it. And this principle of traffic does everywhere, and will continue to regulate the price of money to the borrower, in spite of legislative enactments to the contrary. But the rate of interest is also affected by the degree of risk incurred in every instance of loan. The chances of recovering payment at all, or at the time appointed for the purpose, must be taken into account in estimating the interest. Loans differing widely in security cannot reasonably be subjected to the same terms as respects the premium to be paid. Increase of risk is fairly entitled to be compensated to the lender by a higher rate of charge, and yet, simple and obvious as this principle is, Legislatures in all countries have absurdly interfered to alter those natural and just relations of capital, credit and profit, which no wise government should wish to disturb, and no arbitrary measures can ever beneficially regulate. The usury laws of Pennsylvania are worse than inoperative, and we trust that the present Assembly will earnestly consider the expediency of abolishing them.

#### SALE OF THE PUBLIC WORKS.

The movement for the sale of the public works of the State has, for several years past, been growing in importance and in public favor. Time has served to show that, as the property of the Commonwealth, they have not only been far from profitable, but have been the source of much political corruption.

These two considerations are alone strong arguments in support of the proposition to transfer the improve-

ments, by a sale, from the government to private citizens. It seems obvious that, in the very nature of the case, lines of canals and railways can never be rendered adequately productive to the treasury or useful to the public under State administration. They cannot possibly enjoy in their management that thorough and faithful zeal, that established system and uniform sagacity and economy of direction, which characterize the superintendence of private works of the kind. Your Board, therefore, convinced of the propriety of the measure, memorialized the legislature to authorize their sale. All who appreciate rightly the obstacles to the success of lines of travel and trade owned and managed by government, through the medium of hired officials, who are indifferent to the interests they superintend, and are surrounded by temptations to sacrifice them to purposes of private gain, will agree that the best policy the State could adopt in this exigency, is to separate itself entirely from the proprietorship and direction of all such works. They were commenced at a period when the public councils were far ahead of the masses of the people respecting the value of roads and canals to the community, and they were built by a resort to taxation, at a time when the State was forced to do what it was obvious the voluntary action of individual citizens would not accomplish. The object of the government was simply to develop and promote the interests of commerce, not to create a means for its own aggrandizement, as distinguished from the prosperity and happiness of the people; and since the public welfare could now be more truly and efficiently served through the State improvements, by committing them to the management of private enterprise, than by retaining them longer under their present expensive, injudicious and feeble control, it may be hoped that the Legislature will speedily provide for their sale. The measure, if



effected, would remove a fruitful source of political corruption, assist to pay off the public debt, reduce the burden of taxation, and happily secure to all the avenues of our commerce a freedom of business exempted from the arbitrary impositions required to protect State works against the competition of private improvements.

#### CORN EXCHANGE.

During the past year our grain dealers began the custom of meeting on 'change at a certain hour in the morning, for the purpose of ascertaining the state of the market, and facilitating its transactions. Thus far, this daily assembling has been regularly kept up; and as experience more and more demonstrates its advantages, a livelier interest is being taken in the matter and is spreading more widely through the particular class of our citizens engaged in the movement. It is of the utmost consequence that there should be an arrangement by which the entire commercial community of a metropolis may be promptly notified of all changes in the condition of each principal division of its trade, as often, at least, as once in every period of twenty-four hours. To effect this end, there must be some organized or established plan for bringing the members of one or more specific trades together, at a common place of meeting, and at stated hours, so that they may mingle intimately in conversation, exchange opinions and intelligence, form judgments as to prospective mutations in reference to supply and demand, either for grain, coal, provisions, or other articles of trade, and gather, in short, from these periodical conferences, the materials for judicious and secure operations. Philadelphia, from her superior position for the purpose, is evidently destined, in time, to become the chief grain and provision mart of the Union. It is here that the vast agricultural products

of the interior will come for exportation and barter, and that the commodities of European labor will seek distribution to all sections of our country. This prospect should arouse the attention of our merchants, and excite them to make every proper preparation for the event. Among the improvements they need, not the least important is a well regulated system of intercourse "on 'change"—and your Board have accordingly recommended the matter to the attention of our grain dealers.

#### PHILADELPHIA.

Before closing this report we deem it proper to notice certain indications of the commercial prosperity and progress of this city during 1853. The past year has been a most prosperous one for Philadelphia. The statistics of every department of her industry and trade show this. An investigation which we have lately made assures us that her manufacturing production has largely increased since the census of 1850, the capital and products being in many instances more than doubled in that short interval. Were we to state, on the data before us, what is the probable aggregate wealth invested in and annually realized by the principal branches of her mechanical arts, we should safely estimate it as exceeding a hundred millions of dollars. The same gratifying prosperity has marked her domestic and foreign commerce. The jobbing business alone, which, upon reliable grounds of calculation, reaches a present total value per annum of hundreds of millions of dollars, has grown recently in an unprecedented measure, extending itself over every section of the vast interior, north, south and west. Importation has felt the stimulus of an expanding traffic in the distribution of supplies to every quarter of the Union, and has augmented proportionately. On referring to the

books in the Custom House, we find that during the year just closed, Philadelphia has increased her direct imports of foreign goods to a very great extent over the importations of 1852, while there is reason to believe that the amount entered in the name and on account of her own importers at other ports has been commensurately enlarged. Exportation has prospered in even a higher ratio. The amount of shipping which has entered and cleared here during the past twelve months, bringing and carrying hence, cargoes of every variety of foreign and home produce, affords an idea of the magnitude of the maritime commerce of the city in 1853. The reports from the surveyor of the port state that the aggregate foreign and coastwise arrivals for the year, exceeded, including all classes of vessels, twenty-nine thousand. Immense quantities of domestic products coming hither from the fields and factories of the interior, have been shipped hence to every section of the commercial world. Millions of tons of coals, breadstuffs, iron, beef and pork, whiskey, tobacco, lumber, and almost every species of commodity, the produce of agriculture and manufactures, have been floated from our wharves, since January last, to innumerable and distant markets.

Population, too, has advanced with this astonishing growth of every mercantile and industrial interest. The greatly increased consumption of provisions, the multiplication of new stores and factories and dwellings, the swelling current of life in our thoroughfares, the extended list of taxable citizens, and the evident accession of capital in every branch of local business, attest a rapid accumulation of inhabitants. Several thousand houses of every description, most of them of magnificent proportions and costly finish, have been added to the city and its environs during the last year, and yet the demand for this sort of accommodation by families and artisans and merchants is



unabated, rents are rising, real estate is growing rapidly in value, and the work of extension and improvement in building is going forward with ever increasing briskness. The open grounds and commons in the suburbs are fast vanishing before the march of enterprise and construction. Spaces which but the other day were vacant, are now occupied by long rows of stately mansions, while hundreds of splendid villas dot thickly the picturesque face of the surrounding country. Paved footways are extended on each side of the line of spacious streets to remote districts, and in a few more months we expect to see the now small intervals of unbuilt ground that divide these suburban settlements from the body of the metropolis compactly closed up with lines of edifices and avenues reaching half a score of miles, lit with the gas of the city works and supplied with the water from Fairmount. The prosperity of which the facts recited are the evidence, is of a wholesome and solid character, and not the result of developments stimulated by temporary and artificial causes. Capital and credit have been confined here within the limits of a legitimate enterprise, and natural advantages of position, combining with social energy, intelligence, and integrity, have produced substantial thrift and happiness.

If we may congratulate ourselves on what Philadelphia is, anticipation can hardly exaggerate what she is destined to become. Situated on a magnificent river, to which the tides of the ocean, with the aid of steam, may float in a few hours the largest ship entering the bay of the Delaware; connected by lines of canal and railway with the head waters of the Ohio and all the vast network of improvements which penetrate the states west and south of it; backed by an immense area of territory richer in natural wealth than any other of equal extent on this side of the Atlantic, and united, not only by favorableness

of location, but by its many hallowed associations, as well as its eminently loyal and conservative character, as an American city, in a closer and more genial affinity with every part of the national confederacy than any sister emporium upon the eastern seaboard, its capabilities for future growth seem unbounded. Its near neighborhood or easy accessibility to exhaustless treasures of anthracite and bituminous coal, to rich deposits of iron ore, extensive beds of limestone, marble, granite, clay, and sand ; to thousands upon thousands of acres of the finest lumber, and an agricultural region whose valleys teem with production and whose mountain sides repay with golden harvests the skilful culture of the husbandman, adapts Philadelphia to be one day not only the great manufacturing capital of this continent, but one of the chief centres of industrial art in the world. With all the physical elements for the purpose placed within immediate reach, and in conjunction with cheap living, ample capital, skilful labor, and institutions devoted to the science of mechanics, it is easy to see that the result predicted will be but the effect of compelling causes.

There are good reasons, also, to believe that Philadelphia will grow in time to be the point of an immense shipping trade. Its locality with reference to the interior, from which the great mass of the exports of the country will come, must give it, with the aid of equal facilities of access, the advantage over every other Atlantic port as the depôt of western produce seeking foreign markets, and the extension of railway connections with the states and the establishment of numerous lines of ocean steamers and sailing packets, will secure this city a flourishing export and import commerce. It is acknowledged already to be the chief market for the distribution of merchandise, domestic and foreign, to the west and south, and with other things made equal, the

point of supply to the interior bids fair to become the principal point of the reciprocal trade.

In speaking of the sources of the present and future prosperity of Philadelphia, there is one which deserves special notice. We mention it in no spirit of self-com mendation, but merely to induce adherence to a principle of success which cannot be too highly valued by individuals or communities. The sound tone of mercantile morals here—the stern attachment to conscientious principles of dealing, has done as much, if not more, than any other one thing, to build up the cōmmercial fortunes of this city on that staunch foundation on which they securely repose. While, as a market, it possesses all the necessary qualities and attractions which other cities of the east enjoy, it is distinguished for the frankness, the integrity, the gentlemanly courtesy and the generous liberality of its merchants and its people generally. All the interests and operations of trade in this community are in the main based upon and actuated by simple honesty of purpose, and it is to this circumstance that Philadelphia may attribute her immunity from wild speculations, immoderate overtrading, rash personal extravagance and disastrous bankruptcies. A metropolis could have no more valuable element of a wholesome prosperity and progress than the sterling commercial virtue which engages universal confidence. It has acquired for this city a wide-spread public regard, and it will continue, as it ought, to enlarge yearly its business custom and relations.

THOS. P. COPE, PRES'T.

THOS. P. HOOPES, V. PRES'T.

SAMUEL C. MORTON, V. PRES'T.

FRED'K. W. GRAYSON,

*Sec'y of the Board of Directors.*



## APPENDIX.

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### REPORT OF THE COMMITTEE ON DELAWARE AVENUE.

#### TO THE BOARD OF TRADE.

The Committee on widening Delaware Avenue, report that immediately upon their appointment they met, and considered what measures were necessary to secure the object aimed at. The width of Delaware Avenue between Vine and South streets is but twenty-one feet, while the same street is continued north and south to a width of not less than fifty feet. Hence, the wharves, within the limits named, are now so crowded as to interfere with the commerce of the port, and to affect, by delay, the interest not only of the merchant but more particularly that of the draymen and others engaged in transporting merchandise. This evil, now so serious, is daily becoming more pressing as commerce advances, and imperatively demands an abatement.

The difficulty that met the Committee at the outset, was mainly the want of space which could be appropriated to the purpose contemplated. On the land side, the expense of cutting a way through eight blocks of stores would be enormous, while fear of injuring the navigation by narrowing the river was freely urged.

The Committee came to the conclusion that nothing less than fifty feet would meet the demands of traffic in the avenue, which would take away twenty-nine feet from the already limited dock space, now too little in many cases to admit ordinary sized ships to lay without projecting their sterns far beyond the ends of the piers.

The first question that met the Committee was, whether the proposed improvement would impede the navigation? On its solution depended their further action. In aid of their own judgment the Committee invited a conference with the most experienced pilots and tow-boat captains then in port, and a large number attended. The point at issue was freely discussed, and the conference came to the unanimous decision, based upon the judgment of these gentlemen, that an addition to the wharves of eighty feet within the proposed limits would have no injurious effect upon the traffic of the port.

In former years, before the introduction of steam upon the Delaware, such an opinion could not have been obtained; but as steam is now the universal and cheapest agent used for bringing vessels into dock, the deduction of eighty feet from the width of the river, would not be any hindrance to that operation, while it was urged that the ships would run less risk of damage if the piers were extended out a sufficient length to cover them entirely as they lay in the docks, and that damage from accident in running one vessel against the projecting stern of another, was more serious than if the approaching vessel came in contact with the pier head.

The judgment of gentlemen of so much practical knowledge induced the Committee to press forward in the attainment of these objects. Though it was felt that while no injury could arise from narrowing the river, still it was important to interfere with the water way as little as possible, the Committee came to the conclusion,

1st. That Delaware Avenue ought to be widened to fifty feet on the water side.

2d. That with a view to a more perfect protection to the shipping against contact with other vessels and with floating ice, the piers should be lengthened eighty feet, or thirty-one feet be added to the present length of the docks.

3d. That the piers should be constructed so as to afford as free a passage of water as possible.

Having arrived at these conclusions the Committee sought an interview with the Board of Port Wardens and all other parties whose interests might be supposed to be affected. At their instance delegates from that body and most of the corporations possessing river front, met them several times in conference. The views of the Committee and the information already collected were laid before them and discussed, and although no final decision was had, the most liberal spirit was manifested, and an evident desire to meet the question candidly upon its own merits. It was agreed, however, that as neither the conference assembled, nor the bodies they represented, except the Port Wardens, had any power over the question, and, that in view of the responsibility involved, it was not to be expected that the latter body would move in the matter without the direct sanction of the Legislature, it was deemed advisable to apply for the passage of a law empowering a convention of delegates from the Port Wardens, the Board of Trade, and the several municipal corporations, to determine the question.

The application to the Legislature was made, and failed in consequence of the late day in the session at which it was presented.

This failure checked the deliberations of the Committee, for it was felt to be useless again to assemble a conference which would only discuss without action, and it was determined to await the meeting of this legislature before making further efforts.

The bill, which yesterday became a law, consolidating all the municipal corporations into one city, confers upon the City Councils the authority to fix the wharf lines. Having conferred this power upon the new city authorities, there is no probability that the legislature would, in a case of such general interest as this, now interfere, and the question must rest until the new organization is completed.

It is scarcely probable that with the press of business which must be consequent upon this measure, any action can be expected before the close of the year, when it is hoped that the subject will meet that consideration which its importance demands.

Early in their labors the Committee found themselves greatly at a loss for the want of a connected map of the river front on a scale large enough for reference. Accordingly they have collected all the detailed information necessary for the construction of such a map, and have had it prepared upon a large scale, embracing the river from Frankford Creek to the Point House, with numerous soundings, by a skillful draughtsman, Mr. Hougler, under the direction of Mr. Strickland Kneass, C. E., to whom they tender their thanks.

Mr. H. has also incorporated the present Port Wardens' lines as far as legalized, with soundings taken by himself from all the principal piers projecting to that line. This map has been made with much care, and will be invaluable when this subject comes again under discussion.

There is no further available duty for the Committee to perform; they recommend its discharge, and that a new Committee be raised as soon as the new City Councils are prepared to entertain the subject. All which is respectfully submitted.

*Board of Trade Rooms, }*  
*Philadelphia, Feb. 3, 1853. }*

S. V. MERRICK,  
S. MORRIS WALN,  
JOHN R. PENROSE,  
SAMUEL C. MORTON,  
F. R. COPE.



## THE ERIE TROUBLES.

The Board of Trade held a Special Meeting on Monday evening, the 26th of December, ultimo, for the purpose of receiving the report of a committee appointed to consider the difficulties existing at Erie.

The following preamble and resolutions were submitted by the committee, and after discussion and amendment, were unanimously adopted by the Board, and directed to be published :

Whereas, a continuous line of railroad has been made along the shore of Lake Erie, from Buffalo, in the State of New York, through the city of Erie, in the State Pennsylvania, to Cleveland, in the State of Ohio, in which there exists a break of gauge in the city of Erie, which break, it has been discovered, does not contribute to the prosperity of Buffalo, although it is thought, by the inhabitants of Erie, to conduce largely to the interests of their city : and

Whereas, An effort is now making by those interested to possess a continuous road of the same gauge from Cleveland to Buffalo, by which the break of gauge, as well as all the advantages incident thereto, will be transferred from the city of Erie, in Pennsylvania, to the city of Buffalo, in New York, which has led to a resistance on the part of the authorities of the city of Erie, sustained by its citizens generally, for reasons by them held to be sufficient for their own government, and which they are prepared to defend before the tribunals of the country : and

Whereas, The unfortunate circumstances resulting from this resistance have been misrepresented grossly and wickedly, for the double purpose of diverting the public mind from the true question at issue, as well as shielding the real and responsible instigators from the public eye, and with the deliberate design of injuring the good fame of Philadelphia with the people of the great west : and

Whereas, The press of some of the Western States, together with public bodies and meetings of citizens in that region, instigated, it is believed, by New York influences, have for some weeks past denounced Philadelphia, unjustly charging this city with aiding and abetting the citizens of Erie in their contest with the Railroad Companies for the purpose of interrupting the trade between New York and the west, as a means of promoting our own interests : and

Whereas, Taking advantage of these unhappy difficulties, strenuous efforts are making, by interested parties, to throw on Philadelphia the responsibility of these acts, and to form combinations to the injury of the commercial interests of this city, assigning this alleged interference as a reason why the western merchants should avoid the Philadelphia market, and urging the same cause as an argument to induce the government to remove the Mint from Philadelphia to New York : and

Whereas, Without designing to pass any opinion as to the manner in which the inhabitants of Erie have sought to redress their grievances, which subject is now in the hands of the legal tribunals of the

country, it is believed and known that the city of Erie has been the victim of bad faith and violated contracts, made by its citizens with certain Railroad Companies, who knowing no law but self-interest, and governed by no principle of morality or honesty, have sought their own gain by trampling on the rights and ruining the prospects of those who fostered them : Therefore, it is

Resolved, by the Board of Trade of Philadelphia, That while this Board and community deeply sympathize with their fellow citizens of Erie under the difficulties which surround them, and will do all in their power to sustain them in their just and legal rights, they disclaim having in any manner whatever interfered in the questions which now agitate that community in their contest with the Railroad Companies, and do most emphatically deny every allegation of interference as charged upon them by the parties indicated in the foregoing preamble.

Resolved, That this Board have, in common with their fellow citizens, witnessed with deep regret the hostile tone assumed by the press and public speakers of the Western States, who, without proof, have, mainly at the instigation of railroad emissaries, reiterated charges against this city of fostering the troubles at Erie for the advancement of its own interests ; charges which they have repeated from the New York press, which has, of late, teemed with accusations against this community, known to be untrue, for the sordid purpose of estranging our long tried friends in the west, under the hope of profiting by this disturbance of the trade of Philadelphia, effected through their own instrumentality.

Resolved, That the effort known to have been made, through New York influence, to effect a removal of the United States Mint, by exciting the hostility of Western members of Congress, under the false accusation that Philadelphia has been instrumental in interrupting their trade by fostering the Erie troubles, is an evidence of their continued hostility to Philadelphia, and that no plea is wanting, however dishonest, to aggrandize New York at the expense of Philadelphia, and to centralize all Federal power and patronage in that city.

Resolved, That this Board earnestly hope that in the settlement of the Erie difficulties, the General Assembly of the State will be animated by a true Pennsylvania spirit, and that in whatever measures it may be necessary to take to effect this object, the just rights of Erie may be fully maintained and completely protected against the grasping policy of certain railroad corporations who are unjustly interfering with their interests, and who will stop at no means to accomplish their ends.

The rules were suspended so as to permit other business to be introduced to the attention of the Board, whereupon the following preamble and resolution, in relation to the Franklin Canal Company, were unanimously approved, and ordered to be published.

Whereas, a corporation chartered by this State, entitled the Franklin Canal Company, have, in violation of their charter, invaded the sovereignty of the State, by usurping her right of eminent domain in

laying their railroad track, without authority, along the lake shore, thus rendering themselves liable to the penalties of an illegal act; therefore,

Resolved, that this Board earnestly recommend to the General Assembly that in view of the gross violation of their chartered rights by the Franklin Canal Company, prompt measures be taken to vindicate the sovereignty of the State, even to the forfeiture of the property the said Company unjustly hold, in order that foreign speculators may be advised that no corporation will be permitted to arrogate to themselves powers within the Commonwealth not granted to them by the authority of the State.



THE COAL TRADE FOR 1883.  
*The following Table exhibits the quantity of Anthracite Coal sent to market from the different regions in Pennsylvania from the commencement of the Trade, in 1880 to 1883 inclusive; together with the Annual Increase.*

| Years | SCHUYLKILL. |            |            | LEHIGH.  | OTHER REGIONS.     |           |             |                       | Aggregate.     | Annual increase. |
|-------|-------------|------------|------------|----------|--------------------|-----------|-------------|-----------------------|----------------|------------------|
|       | Canal.      | Railroad.  | Total.     | Swatara. | Little Schuylkill. | Total.    | Lackawanna. | Wilkesbarre Shamokin. | Lykens Valley. |                  |
| 1880  |             |            |            |          |                    | 365       |             |                       |                | 365              |
| 1881  |             |            |            |          |                    | 1,073     |             |                       |                | 1,073            |
| 1882  |             |            |            |          |                    | 2,240     |             |                       |                | 2,240            |
| 1883  |             |            |            |          |                    | 5,898     |             |                       |                | 5,898            |
| 1884  |             |            |            |          |                    | 9,541     |             |                       |                | 9,541            |
| 1885  | 6,500       |            | 6,500      |          |                    | 28,393    |             |                       |                | 34,893           |
| 1886  | 16,767      |            | 16,767     |          |                    | 31,280    |             |                       |                | 48,047           |
| 1887  | 31,360      |            | 31,360     |          |                    | 32,074    |             |                       |                | 63,434           |
| 1888  | 47,284      |            | 47,284     |          |                    | 30,232    |             |                       |                | 77,516           |
| 1889  | 79,973      |            | 79,973     |          |                    | 25,110    | 7,000       |                       |                | 112,083          |
| 1890  | 89,984      |            | 89,984     |          |                    | 41,750    | 43,000      |                       |                | 174,734          |
| 1891  | 81,854      |            | 81,854     |          |                    | 40,966    | 54,000      |                       |                | 176,820          |
| 1892  | 209,271     |            | 209,271    |          | 41,000             | 70,000    | 84,000      |                       |                | 383,871          |
| 1893  | 222,971     |            | 222,971    |          | 40,000             | 123,000   | 111,777     |                       |                | 487,748          |
| 1894  | 226,692     |            | 226,692    |          | 34,000             | 106,244   | 43,700      |                       |                | 576,336          |
| 1895  | 339,518     |            | 339,518    |          | 41,000             | 131,250   | 90,000      |                       |                | 682,428          |
| 1896  | 432,045     |            | 432,045    |          | 35,000             | 148,211   | 103,861     |                       |                | 881,476          |
| 1897  | 523,152     |            | 523,152    | 17,000   | 31,000             | 223,902   | 115,387     |                       |                | 738,293          |
| 1898  | 433,875     |            | 433,875    | 13,000   | 13,000             | 213,615   | 78,207      | 11,930                |                | 819,327          |
| 1899  | 442,608     |            | 442,608    | 20,639   | 9,000              | 221,025   | 129,300     | 21,463                |                | 963,899          |
| 1890  | 492,291     |            | 492,291    | 23,860   | 20,000             | 225,318   | 148,470     | 16,505                |                | 1,108,001        |
| 1891  | 584,692     | 850        | 585,542    | 32,381   | 37,000             | 277,703   | 192,270     | 10,000                |                | 1,263,539        |
| 1892  | 491,692     | 49,902     | 541,594    | 22,905   | 37,000             | 272,546   | 267,605     | 13,087                |                | 1,631,669        |
| 1893  | 447,038     | 230,254    | 677,292    | 34,916   | 57,000             | 367,002   | 251,005     | 10,000                |                | 1,882,938        |
| 1894  | 398,887     | 441,491    | 840,378    | 47,928   | 74,000             | 429,433   | 273,435     | 12,572                |                | 2,023,092        |
| 1895  | 263,557     | 820,237    | 1,083,794  | 58,926   | 91,000             | 523,002   | 389,203     | 14,904                |                | 2,343,940        |
| 1896  | 3,410       | 1,237,002  | 1,240,412  | 67,457   | 106,401            | 613,973   | 437,500     | 19,356                |                | 2,982,399        |
| 1897  | 222,693     | 1,360,631  | 1,583,324  | 61,520   | 169,626            | 680,716   | 497,500     | 19,356                |                | 3,680,238        |
| 1898  | 436,092     | 1,916,233  | 2,352,325  | 78,209   | 174,758            | 801,216   | 550,717     | 19,921                | 25,925         | 3,942,868        |
| 1899  | 430,208     | 1,113,018  | 1,543,226  | 70,919   | 211,300            | 722,682   | 537,100     | 23,089                | 27,763         | 3,932,614        |
| 1890  | 288,080     | 1,402,727  | 2,188,807  | 50,000   | 234,677            | 959,285   | 731,000     | —                     | 52,500         | 4,418,515        |
| 1891  | 573,156     | 1,663,117  | 2,461,449  | 72,104   | 317,586            | 1,114,231 | 931,000     | —                     | 63,000         | 5,317,010        |
| 1892  | 800,932     | 1,557,211  | 2,476,050  | 80,809   | 381,444            | 1,060,223 | 1,001,000   | —                     | 63,000         | 5,490,146        |
| 1893  | 888,509     |            |            |          |                    |           |             |                       |                |                  |
| Total | 9,560,410   | 12,733,684 | 22,305,100 | 702,950  | 2,219,452          | 9,736,881 | 7,025,690   | 192,877               | 237,638        | 43,020,889       |

### RECEIPTS OF CALIFORNIA GOLD.

We publish below a very interesting table showing the gold deposits at the mint of the United States in this city, since mining operations commenced on the Pacific. It will be seen from the statement that there has been a steady annual increase in the amounts received, and that in the five years named they have risen in value from ten to fifty-three millions of dollars. While the supplies indicate the abundant richness of the source from which they are derived, and promise continued growth with the additional labor as well as improved skill that will probably be hereafter employed in the business of mining the gold of California, the statement also affords a satisfactory proof of the ample capacity of the Philadelphia mint to coin any quantity of the metal that may be sent here for the purpose.

Comparative Statement of Gold deposits at the Mint of the United States, Philadelphia, since the California discoveries.

|                | 1849.      | 1850.      | 1851.      | 1852.      | 1853.      |
|----------------|------------|------------|------------|------------|------------|
| January.....   | 253,989    | 1,139,959  | 5,071,667  | 4,161,680  | 4,962,097  |
| February.....  | 385,672    | 2,114,718  | 3,004,970  | 3,010,222  | 3,548,523  |
| March.....     | 335,940    | 1,506,350  | 2,880,271  | 3,892,156  | 7,533,752  |
| April.....     | 477,448    | 1,782,325  | 2,878,353  | 3,091,037  | 4,851,321  |
| May.....       | 669,721    | 2,503,526  | 3,269,491  | 4,335,578  | 4,365,638  |
| June.....      | 1,193,754  | 2,144,330  | 3,637,560  | 6,689,474  | 4,545,179  |
| July.....      | 907,834    | 2,610,436  | 3,127,517  | 4,193,880  | 3,505,331  |
| August.....    | 1,454,377  | 3,370,579  | 4,135,312  | 2,671,536  | 4,518,902  |
| September..... | 1,033,309  | 3,450,038  | 4,046,799  | 4,253,687  | 3,027,805  |
| October.....   | 1,187,921  | 3,524,760  | 4,743,586  | 4,140,069  | 4,472,606  |
| November.....  | 857,774    | 4,473,284  | 5,492,456  | 7,279,942  | 3,650,051  |
| December.....  | 1,733,936  | 4,620,153  | 5,641,425  | 3,336,982  | 4,445,000  |
|                | 10,491,675 | 33,240,458 | 47,929,407 | 51,056,243 | 53,426,205 |

The gold in the above statement, received from any other source than California, is very small in amount, probably between \$3,000,000 and \$5,000,000.

The following table, compiled from the monthly statements of coinage published in the North American, will show the coinage at the Mint for 1853:

|                                  |  |              |
|----------------------------------|--|--------------|
| GOLD COINAGE—Double Eagles ..... |  | \$25,226,520 |
| Eagles .....                     |  | 2,012,530    |
| Half Eagles .....                |  | 1,528,850    |
| Quarter Eagles .....             |  | 3,511,670    |
| Dollars .....                    |  | 4,096,051    |
| Total gold coinage.....          |  | \$36,375,621 |
| Bars .....                       |  | 15,397,536   |
| Total gold coinage and bars..... |  | \$51,773,157 |
| SILVER COINAGE—Dollars.....      |  | \$46,110     |
| Half Dollars.....                |  | 1,766,354    |
| Quarter Dollars.....             |  | 3,813,555    |
| Dimes .....                      |  | 1,217,301    |
| Half Dimes.....                  |  | 667,251      |
| Three Cent Pieces.....           |  | 338,550      |
| Total Silver Coinage.....        |  | \$7,849,121  |
| COPPER.....                      |  | \$62,505     |

### RECAPITULATION.

|                            |              |
|----------------------------|--------------|
| Gold Coinage and Bars..... | \$51,773,157 |
| Silver Coinage.....        | 7,849,121    |
| Copper Coinage.....        | 62,505       |

Total Coinage and bars cast in 1853.....\$59,684,783

## COMPARATIVE STATEMENT OF COINAGE IN 1851, 1852, AND 1853.

|             | 1851.               | 1852.               | 1853.               |
|-------------|---------------------|---------------------|---------------------|
| Gold .....  | \$52,143,446        | \$51,505,638        | \$51,773,157        |
| Silver..... | 446,797             | 847,310             | 7,849,121           |
| Copper..... | 99,635              | 51,621              | 62,505              |
|             | <u>\$52,689,878</u> | <u>\$52,404,569</u> | <u>\$59,684,783</u> |

## IMPORTS AT PHILADELPHIA.

The following table will show the value of foreign imports into the Port of Philadelphia in each quarter for the year 1853:

|                                  |             |
|----------------------------------|-------------|
| First quarter.....               | \$5,442,335 |
| Second quarter.....              | 5,165,424   |
| Third quarter, .....             | 6,457,261   |
| Fourth quarter (estimated) ..... | 4,100,000   |

\$21,165,026

The above, as compared with the value of foreign imports in each of the preceding four years, show a gradual and healthy increase. As compared with 1849, the increase is upward of 100 per cent. Annexed are the figures:

|                                       |              |
|---------------------------------------|--------------|
| 1849, value of foreign imports, ..... | \$10,160,479 |
| 1850, " " .....                       | 13,381,759   |
| 1851, " " .....                       | 14,871,992   |
| 1852, " " .....                       | 16,455,708   |
| 1853, " " .....                       | 21,165,020   |

The receipts for duties at the Custom House in this city for the month of December amount to \$475,742 25, against \$402,160 95 in the corresponding month last year. The total receipts for the year ending December 1853, amount to \$5,278,083 65, against \$4,033,909 20 in 1852, showing an increase rising 30 per cent. Annexed is a comparative table of the receipts in each month of the years 1850, 1851, 1852, and 1853:

|                                  | 1850.                 | 1851.                  | 1852.                 | 1853.                 |
|----------------------------------|-----------------------|------------------------|-----------------------|-----------------------|
| January,...                      | \$503,829 45          | \$426,233 10           | \$315,877 55          | \$267,010 25          |
| February,..                      | 147,484 60            | 329,056 70             | 489,000 00            | 623,642 75            |
| March, ....                      | 315,063 92            | 365,994 90             | 367,400 70            | 427,620 33            |
| April, .....                     | 222,042 80            | 277,612 45             | 303,922 53            | 264,753 55            |
| May, .....                       | 253,940 72            | 297,988 00             | 257,736 70            | 315,817 77            |
| June, .....                      | 215,684 30            | 259,604 50             | 261,290 60            | 628,503 90            |
| July, .....                      | 452,331 60            | 506,113 00             | 414,814 85            | 555,489 00            |
| August, ....                     | 465,679 25            | 423,487 75             | 490,201 00            | 549,108 58            |
| September, .                     | 222,214 49            | 244,698 65             | 315,292 50            | 521,811 00            |
| October, ...                     | 205,432 30            | 228,152 60             | 210,149 52            | 302,941 80            |
| November, .                      | 159,328 35            | 171,041 25             | 206,052 30            | 345,642 53            |
| December, .                      | 148,080 40            | 140,140 99             | 402,160 95            | 475,742 25            |
|                                  | <u>\$3,361,112 18</u> | <u>\$3,673,123, 80</u> | <u>\$4,033,909 20</u> | <u>\$5,278,083 65</u> |
| Increase in 1853 over 1852 ..... |                       |                        |                       | \$1,244,174 45        |
| " 1853 over 1851 .....           |                       |                        |                       | 1,604,959 85          |
| " 1853 over 1850 .....           |                       |                        |                       | 1,916,971 47          |
| " 1853 over 1849 .....           |                       |                        |                       | 2,563,118 41          |

## TOBACCO STATEMENT.

The following is a statement of the receipts, stock, and delivery of Tobacco at the Philadelphia Inspection Warehouse for the month of December, 1853:

|                                                  | Kentucky    |
|--------------------------------------------------|-------------|
| Stock 1st December.....hhds                      | 1480        |
| Received since....."                             | 37          |
|                                                  | <u>1517</u> |
| Delivered since.....                             | 223         |
|                                                  | <u>1294</u> |
| Stock 1st January, 1854.....hhds                 | 1294        |
| do. do. 1853.....                                | 2005        |
| do. do. 1852.....                                | 1333        |
| do. do. 1851.....                                | 1907        |
| do. do. 1850.....                                | 1510        |
| do. do. 1849.....                                | 1355        |
| do. do. 1848.....                                | 3299        |
| The total inspection for the year 1853 were..... | 2262        |



## COMPARATIVE STATEMENT

Of the quantity of Coffee Imported into the Port of Philadelphia for eleven years—  
from 1843 to 1853, inclusive.

| FROM                                | 1843. | 1844. | 1845. | 1846.  | 1847. | 1848.  | 1849.  | 1850.  | 1851.  | 1852.  | 1853.  |
|-------------------------------------|-------|-------|-------|--------|-------|--------|--------|--------|--------|--------|--------|
|                                     | Bags. | Bags. | Bags. | Bags.  | Bags. | Bags.  | Bags.  | Bags.  | Bags.  | Bags.  | Bags.  |
| Laguayra - -                        | 43197 | 37943 | 29561 | 48288  | 34820 | 41609  | 48357  | 49244  | 32168  | 37960  | 27650  |
| Rio de Janeiro -                    | 31380 | 26068 | 26894 | 51257  | 19669 | 47444  | 45376  | 48208  | 76043  | 80931  | 127804 |
| St. Domingo - -                     | 699   | 254   | —     | 1175   | —     | —      | —      | —      | —      | —      | —      |
| Cuba - - -                          | 3590  | 3565  | 401   | 4752   | 356   | 67     | 680    | 843    | 2463   | 177    | 379    |
| Porto Rico - -                      | 97    | 28    | 5494  | 5      | —     | 9      | —      | 1791   | 823    | —      | 100    |
| Java - - -                          | —     | —     | —     | —      | 450   | —      | —      | —      | —      | —      | —      |
| Maracaibo - -                       | 7615  | 8138  | 6903  | 11569  | 10445 | 5939   | 11997  | 12269  | 5722   | 10077  | 4811   |
| Jamaica - - -                       | —     | —     | —     | —      | —     | —      | 341    | 1584   | 785    | 1568   | 1382   |
| Europe - - -                        | —     | —     | —     | —      | 1     | —      | —      | 300    | —      | —      | —      |
| Matanzas and St.<br>Thomas - - -    | 1070  | 117   | 7     | 7      | 11    | 253    | 205    | —      | —      | —      | 1177   |
| Port au Prince and<br>Cape Hatien - | 9801  | 16193 | 2834  | 9284   | 6549  | 16136  | 1604   | 5712   | 5230   | 6025   | 5369   |
| Havana - - -                        | 4021  | 366   | 10    | 6      | 164   | —      | 562    | 310    | —      | 96     | 2802   |
| Coastwise - -                       | —     | —     | —     | —      | —     | —      | 5813   | 5700   | 7798   | 9737   | 5570   |
| Total Bags - -                      | 98580 | 91737 | 72105 | 126607 | 72504 | 111457 | 114925 | 105961 | 131052 | 146571 | 177044 |
| Hhds - - -                          | 50    | 12    | —     | —      | —     | —      | —      | 12     | 28     | 19     | 43     |
| Tierces - - -                       | —     | 1     | —     | —      | 4     | 52     | 36     | 72     | 101    | 17     | 37     |
| Barrels - - -                       | 12    | 84    | —     | 116    | 18    | 401    | 120    | 181    | 247    | 85     | 116    |

The following are some of the principal articles imported at this port during the year 1853, in comparison with previous years :

|                          | 1850.   | 1851.   | 1852.   | 1853.   |
|--------------------------|---------|---------|---------|---------|
| Brandy, pkgs .....       | 8,592   | 7,742   | 4,303   | 11,030  |
| Brimstone, tons .....    | 1,130   | 950     | 2,889   | 3,194   |
| Coffee, bags .....       | 105,106 | 131,052 | 146,571 | 177,044 |
| Cotton, bales .....      | 41,809  | 48,306  | 67,292  | 62,000  |
| Hides, No .....          | 132,488 | 157,377 | 147,501 | 149,404 |
| Honey, pkgs .....        | 883     | 1,006   | 550     | 1,378   |
| Indigo, pkgs .....       | 641     | 685     | 1,626   | 754     |
| Iron, tons .....         | 4,844   | 10,966  | 13,322  | 24,644  |
| Iron, bars .....         | 359,722 | 297,007 | 233,081 | 375,077 |
| Iron, bdls. ....         | 136,423 | 153,859 | 120,028 | 194,338 |
| Lead, pigs .....         | 60,394  | 53,624  | 54,892  | 40,637  |
| Lemons, boxes .....      | 16,714  | 11,845  | 21,651  | 16,712  |
| Logwood, tons .....      | 2,144   | 1,249   | 2,336   | 1,528   |
| Molasses, hhds. ....     | 23,702  | 25,854  | 22,877  | 18,026  |
| Molasses, bbls. ....     | 15,335  | 8,936   | 9,864   | 6,932   |
| Mackerel, bbls. ....     | 61,048  | 66,774  | 63,280  | 20,451  |
| Naval Stores, bbls. .... | 63,755  | 82,522  | 81,658  | 99,711  |
| Orange, boxes .....      | 33,003  | 34,657  | 27,563  | 39,702  |
| Rice, tierces .....      | 7,944   | 7,014   | 10,035  | 13,378  |
| Raisins, pkgs .....      | —       | 59,738  | 39,498  | 39,369  |
| Sumac, bags .....        | 6,778   | 4,490   | 7,929   | 10,255  |
| Salt, sacks .....        | 86,380  | 121,568 | 112,871 | 157,363 |
| Salt, bushels .....      | 203,271 | 290,315 | 180,790 | 154,627 |
| Saltpetre, bags .....    | 24,761  | 11,622  | 22,251  | 12,656  |
| Sugar, hhds .....        | 32,733  | 33,166  | 42,910  | 42,587  |
| “ boxes .....            | 31,482  | 28,971  | 33,683  | 24,331  |
| “ bbls .....             | 6,191   | 7,048   | 8,321   | 3,006   |
| “ bags .....             | 40,530  | 67,764  | 55,443  | 81,806  |
| Wine, pkgs .....         | 6,989   | 6,649   | 6,010   | 3,885   |

## COTTON.

Comparative statement of the imports of Cotton coastwise, at the Port of Philadelphia, during the years 1849, 1850, 1851, 1853 and 1853 :

|                         | 1849.  | 1850.  | 1851.  | 1852.  | 1853.  |
|-------------------------|--------|--------|--------|--------|--------|
| Charleston, bales ..... | 17,968 | 10,797 | 15,764 | 20,368 | 19,493 |
| Savannah, “ .....       | 11,557 | 14,114 | 12,165 | 20,428 | 17,887 |
| Mobile, “ .....         | 1,981  | 2,534  | 3,016  | 5,453  | 9,150  |
| Florida, “ .....        | 417    | 1,302  | 117    | —      | 711    |
| New Orleans, “ .....    | 13,633 | 12,909 | 16,788 | 20,529 | 14,392 |
| Other ports, “ .....    | 62     | 151    | 456    | 514    | 367    |
| Total .....             | 45,618 | 41,809 | 48,306 | 67,292 | 62,000 |

## PHILADELPHIA EXPORTS.

The following is a comparative statement of some of the principal articles of domestic produce exported from this port to foreign ports for the four quarters ending 30th September 1852 and 1853:

|                       | 1852.     |           | 1853.     |           |
|-----------------------|-----------|-----------|-----------|-----------|
|                       | Quantity. | Value.    | Quantity. | Value.    |
| Wheat, bushels.....   | 495,424   | \$503,844 | 686,106   | \$815,425 |
| Corn, bushels.....    | 130,979   | 90,968    | 216,233   | 138,820   |
| Flour, bbls.....      | 368,336   | 1,589,363 | 452,480   | 2,379,699 |
| Corn Meal, bbls.....  | 72,240    | 233,017   | 67,139    | 214,944   |
| Rye Meal, bbls.....   | 6,336     | 22,353    | 3,279     | 12,607    |
| Ship Bread, bbls..... | 30,067    | 68,343    | 25,739    | 53,563    |
| Rice, tierces.....    | 3,661     | 84,114    | 4,525     | 121,040   |
| Cotton, bales.....    | 6,375     | 254,541   | 3,528     | 198,494   |
| Tobacco, hhd's.....   | 876       | 78,728    | 1,198     | 102,730   |
| “ lbs.....            | 269,612   | 27,235    | 289,560   | 31,296    |
| Candles, lbs.....     | 1,075,656 | 165,627   | 639,603   | 76,362    |
| Soap, lbs.....        | 1,082,922 | 176,318   | 773,847   | 31,953    |
| Nails, lbs.....       | 409,050   | 16,689    | 320,150   | 16,067    |
| Domestics, pkgs.....  | 5,424     | 283,399   | 2,636     | 166,517   |
| Sperm Oil, gallons... | 17,353    | 22,251    | 3,154     | 3,927     |
| Whale Oil, gallons... | 28,907    | 19,524    | 31,923    | 20,464    |
| Bark, hhd's.....      | 2,764     | 59,064    | 2,497     | 46,169    |
| Naval Stores, bbls... | 19,255    | 27,856    | 8,346     | 14,571    |
| Beef, bbls.....       | 5,617     | 94,219    | 7,788     | 117,320   |
| Butter, lbs.....      | 486,367   | 55,649    | 301,876   | 39,721    |
| Cheese, lbs.....      | 165,487   | 72,683    | 39,496    | 7,642     |
| Tallow, lbs.....      | 835,020   | 157,953   | 387,699   | 39,722    |
| Pork, bbls.....       | 7,895     | 124,590   | 8,498     | 125,470   |
| Hams, lbs.....        | 624,590   | 68,416    | 4,983,558 | 498,256   |
| Lard, lbs.....        | 1,789,353 | 449,874   | 1,560,878 | 161,516   |

## HIDES.

The following is a comparative statement of the imports of Hides at the Port of Philadelphia for the years 1849, 1850, 1851, 1852 and 1853:

|                       | 1849.   | 1850.   | 1851.   | 1852.   | 1853.   |
|-----------------------|---------|---------|---------|---------|---------|
| Porto Cabello.....No. | 44,037  | 67,368  | 88,602  | 80,819  | 81,516  |
| Tampico.....          | 4,570   | ....    | ....    | ....    | ....    |
| Rio Grande.....       | ....    | 10,956  | ....    | ....    | 16,711  |
| Buenos Ayres.....     | 38,004  | ....    | 10,956  | ....    | 4,639   |
| Pernambuco.....       | 6,245   | 8,413   | 15,390  | 32,101  | 10,075  |
| Maracaibo.....        | 2,993   | 4,353   | 6,548   | 1,579   | 3,848   |
| West Indies.....      | 1,265   | 3,316   | 4,733   | 3,041   | 760     |
| Africa.....           | 5,311   | 2,260   | 10,343  | 3,971   | 2,149   |
| Coastwise.....        | 16,513  | 35,817  | 23,171  | 25,990  | 29,706  |
| Total.....            | 119,813 | 132,488 | 157,377 | 147,501 | 149,404 |

## SUGAR AND MOLASSES.

The following is a comparative statement of the receipts of these articles, coastwise, at the Port of Philadelphia, for the years 1849, 1850, 1851, 1852, and 1853:

|                              | 1849.  | 1850.  | 1851.  | 1852. | 1853.  |
|------------------------------|--------|--------|--------|-------|--------|
| Sugar, hhd's and tierces,... | 19,411 | 17,369 | 10,523 | 8,045 | 10,436 |
| “ barrels,.....              | 2,636  | 3,162  | 1,966  | 572   | 1,053  |
| “ bags,.....                 | 2,041  | 16,357 | 15,557 | 5,271 | 9,281  |
| Molasses, hhd's and tes,...  | 548    | 497    | 1,396  | 1,031 | 209    |
| “ barrels,.....              | 16,305 | 14,063 | 8,268  | 9,103 | 6,596  |

## BREADSTUFFS.

The following is a comparative statement of the exports of Flour and Grain from the Port of Philadelphia to foreign ports for the last four years.

|                    | 1820.   | 1851.   | 1952.   | 1853.   |
|--------------------|---------|---------|---------|---------|
| Flour bbls.....    | 185,009 | 300,426 | 402,508 | 546,846 |
| Corn Meal “.....   | 94,134  | 64,905  | 70,075  | 74,209  |
| Rye Meal “.....    | 24,981  | 10,250  | 6,461   | 3,749   |
| Ship Bread “.....  | 28,976  | 23,285  | 23,955  | 23,590  |
| Wheat, bush.....   | 155,140 | 225,201 | 674,518 | 780,153 |
| Corn, “.....       | 603,712 | 557,779 | 136,793 | 538,968 |
| Rice, tierces..... | 2,864   | 3,665   | 2,732   | 5,832   |

## COMPARATIVE STATEMENT

Of the quantity of FOREIGN SUGAR, Imported into the Port of Philadelphia, during the years 1849, 1850, 1851, 1852, and 1853, inclusive.

| MONTHS.        | 1849.  |                    |          |       | 1850.  |                    |          |       | 1851.  |                    |          |       | 1852.  |                    |          |       | 1853.  |                    |          |       |
|----------------|--------|--------------------|----------|-------|--------|--------------------|----------|-------|--------|--------------------|----------|-------|--------|--------------------|----------|-------|--------|--------------------|----------|-------|
|                | Boxes. | Hhds. and tierces. | Barrels. | Bags. | Boxes. | Hhds. and tierces. | Barrels. | Bags. | Boxes. | Hhds. and tierces. | Barrels. | Bags. | Boxes. | Hhds. and tierces. | Barrels. | Bags. | Boxes. | Hhds. and tierces. | Barrels. | Bags. |
| January.....   | 916    | 3600               | 298      | 5275  | 219    | 16                 | 700      | 6460  | 2807   | 89                 | 378      | 2145  | 679    | 126                | 30       | 8400  |        |                    |          |       |
| February.....  | 30     | 5300               | 1845     | 837   | 64     | 1285               | 644      | 7657  | 64     | 1285               | 644      | 7657  | 1007   | 1976               | 204      | 19179 |        |                    |          |       |
| March.....     | 3456   | 1686               | 318      | 4660  | 4023   | 2865               | 168      | 5000  | 4023   | 2865               | 168      | 5000  | 3578   | 5916               | 425      | 10023 |        |                    |          |       |
| April.....     | 2596   | 2318               | 410      | 6206  | 5405   | 1506               | 373      | 6000  | 7470   | 4870               | 964      | 13750 | 2741   | 3670               | 134      | 4270  |        |                    |          |       |
| May.....       | 5533   | 4018               | 1095     | 10926 | 1250   | 2617               | 115      | 2280  | 5027   | 5373               | 650      | 8900  | 2578   | 6131               | 413      | 14123 |        |                    |          |       |
| June.....      | 1636   | 3874               | 452      | 22200 | 2767   | 1121               | 400      | 4200  | 2536   | 6169               | 612      | 1008  | 1296   | 5125               | 281      | 16530 |        |                    |          |       |
| July.....      | 2384   | 839                | 206      | 5060  | 5442   | 2450               | 584      | 96    | 2290   | 3738               | 830      | 3199  | 2617   | 4006               | 224      | 16530 |        |                    |          |       |
| August.....    | .....  | 118                | 282      | ..... | 4434   | 1938               | 135      | ..... | 5223   | 1897               | 274      | 3850  | 885    | 1025               | 7        | ..... |        |                    |          |       |
| September..... | 943    | 124                | 213      | 196   | 3402   | 220                | 204      | 611   | 1063   | 916                | 126      | 2800  | 2152   | 1634               | 46       | ..... |        |                    |          |       |
| October.....   | 486    | 154                | 232      | 4492  | 5393   | 904                | 121      | 1223  | 3161   | 403                | 334      | 2770  | 2215   | 625                | 3        | ..... |        |                    |          |       |
| November.....  | 1775   | 247                | 150      | 380   | 192    | 988                | 59       | 90    | 3891   | 477                | 1333     | 850   | 3286   | 1101               | 186      | ..... |        |                    |          |       |
| December.....  | 503    | .....              | 364      | 397   | 7      | 238                | .....    | ..... | 736    | 165                | .....    | 2000  | 1297   | 816                | .....    | ..... |        |                    |          |       |
| Total.....     | 20288  | 13848              | 3559     | 43261 | 31492  | 15443              | 3007     | 27282 | 29970  | 27643              | 5084     | 53907 | 33083  | 34905              | 6079     | 58172 | 24361  | 32151              | 1933     | 72595 |



## COMPARATIVE STATEMENT

Of the quantity of Molasses imported into the port of Philadelphia during the years 1851, 1852 and 1853.

|                 | 1851  |      |       | 1852  |      |       | 1853  |      |       |
|-----------------|-------|------|-------|-------|------|-------|-------|------|-------|
|                 | Hhds. | Tcs. | Bbls. | Hhds. | Tcs. | Bbls. | Hhds. | Tcs. | Bbls. |
| Havana.....     | 1223  | 78   | 10    | 737   | 33   | 55    | 337   | 50   | —     |
| Matanzas.....   | 3099  | 153  | 13    | 3018  | 174  | 82    | 4252  | 161  | 1     |
| Cardenas.....   | 9287  | 726  | 301   | 8076  | 794  | 159   | 7177  | 433  | 38    |
| Trinidad.....   | 5245  | 376  | 273   | 4187  | 460  | 859   | 1854  | 181  | 216   |
| Cienfuegos..... | 931   | 138  | 17    | 2386  | 156  | 91    | 1426  | 12   | 37    |
| Porto Rico..... | 2136  | 115  | 8     | 1782  | 33   | 3     | 1608  | 40   | 4     |
| Sagua.....      | 785   | 63   | 3     | 871   | 67   | 5     | 249   | 37   | 40    |
| Total.....      | 22706 | 1449 | 710   | 21057 | 1717 | 754   | 16903 | 914  | 336   |

## GRAIN, SALT AND COAL.

The following is a statement of the above articles measured at this Port for the quarter ending 31st ult.; also, the total for the year 1853, in comparison with the previous three years:

|                     | Last quarter. | Prev. quarter. | Total 1853. |
|---------------------|---------------|----------------|-------------|
| Wheat, bushels..... | 391,632       | 558,707        | 950,339     |
| Corn, ".....        | 387,540       | 579,973        | 967,514     |
| Rye, ".....         | 19,710        | 30,253         | 49,963      |
| Seeds, ".....       | 7,361         | 4,180          | 11,541      |
| Barley, ".....      | 12,910        | 18,340         | 31,250      |
| Oats, ".....        | 140,563       | 265,966        | 406,529     |
| Coal, ".....        | 7,310         | 9,078          | 16,388      |
| Salt, ".....        | 10,760        | 23,020         | 33,780      |

Comparative statement of some of the above articles measured during the last four years:

|                    | 1850.     | 1851.     | 1852.   | 1853.   |
|--------------------|-----------|-----------|---------|---------|
| Corn, bushels..... | 1,163,666 | 1,379,081 | 799,654 | 967,514 |
| Wheat ".....       | 1,103,206 | 1,050,008 | 977,365 | 950,339 |
| Rye, ".....        | 83,905    | 89,219    | 59,036  | 49,963  |
| Oats, ".....       | 401,396   | 359,061   | 427,538 | 406,529 |
| Salt, ".....       | 178,712   | 242,567   | 171,056 | 33,780  |
| Coal, ".....       | 101,395   | 421,860   | 61,573  | 16,388  |

## NAVAL STORES.

The following is a comparative statement of the imports of Naval Stores at the Port of Philadelphia for the last five years:

|                     | 1849.  | 1850.  | 1851.  | 1852.  | 1853.  |
|---------------------|--------|--------|--------|--------|--------|
| Rosin, barrels..... | 58,451 | 46,560 | 66,224 | 66,496 | 78,267 |
| Tar, ".....         | 3,623  | 3,794  | 2,065  | 1,708  | 3,858  |
| Pitch, ".....       | 2,587  | 3,046  | 2,650  | 2,153  | 1,302  |
| Spirits ".....      | 8,799  | 10,355 | 11,583 | 11,301 | 12,863 |
| Turpentine, .....   | ....   | ....   | ....   | ....   | 3,421  |
| Total, .....        | 73,460 | 63,755 | 82,522 | 81,653 | 99,711 |

## RICHMOND COAL TRADE.

Philadelphia, January 13, 1854: Statement of the number and class of vessels loaded with Coal at this place for each month of the year ending November 30, 1853:

|                | Ships. | Barks. | Brigs. | Schrs. | Sloops. | Boats. | Total. |
|----------------|--------|--------|--------|--------|---------|--------|--------|
| Dec. 1852..... | —      | 6      | 17     | 211    | 58      | 134    | 436    |
| Jan. 1853..... | —      | 2      | 3      | 36     | 13      | 49     | 103    |
| February.....  | —      | 3      | 7      | 116    | 27      | 39     | 192    |
| March.....     | 3      | 3      | 8      | 260    | 52      | 59     | 385    |
| April.....     | 1      | 8      | 29     | 411    | 64      | 225    | 732    |
| May.....       | 3      | 4      | 20     | 352    | 45      | 221    | 645    |
| June.....      | 2      | 5      | 37     | 435    | 27      | 168    | 674    |
| July.....      | —      | 5      | 71     | 536    | 35      | 190    | 887    |
| August.....    | —      | 6      | 107    | 616    | 50      | 212    | 991    |
| September..... | 2      | 3      | 62     | 503    | 54      | 181    | 805    |
| October.....   | 1      | 3      | 30     | 411    | 72      | 219    | 736    |
| November.....  | —      | 4      | 39     | 422    | 48      | 239    | 752    |
| Total.....     | 12     | 52     | 430    | 4309   | 545     | 1936   | 7284   |

## PENNSYLVANIA CENTRAL RAILROAD.

We present below a comparative statement of the receipts of the Pennsylvania Railroad for each month, (the month of December estimated, as the returns are not yet all in) in the years 1852 and 1853. The increase, it will be observed, is \$902,282 35, or over 46 per cent. The most gratifying portion of the exhibit which we append, is the statement of expenses, showing, as it does, a material per centage reduction, and of course a corresponding increase of net profits. The expenses of 1852 were \$1,329,384 85 on a business of \$1,943,827 81, or 68 per cent. of the gross earnings, while in 1853, the expenses are \$1,700,000 (part estimated) on a business of \$2,846,110, or 59 per cent. of the gross earnings. The net profits for the year 1853 are \$1,146,110 16, against \$614,442 96, showing an increase of \$531,667 20, or 86 per cent.

Comparative receipts and expenditures of the Pennsylvania Railroad for the years 1852 and 1853.

|                                  | 1852.                 | 1853.                 |
|----------------------------------|-----------------------|-----------------------|
| January.....                     | \$ 87,220 54          | \$233,536 26          |
| February.....                    | 155,598 64            | 284,461 49            |
| March.....                       | 244,457 53            | 310,955 82            |
| April.....                       | 206,411 21            | 270,126 62            |
| May.....                         | 163,634 05            | 195,072 90            |
| June.....                        | 126,024 30            | 156,978 59            |
| July.....                        | 122,127 89            | 157,244 90            |
| August.....                      | 153,769 61            | 236,493 19            |
| September.....                   | 174,315 69            | 260,036 76            |
| October.....                     | 150,045 69            | 245,058 30            |
| November.....                    | 143,100 94            | 246,145 33            |
| December.....                    | 217,121 72            | 250,000 00            |
|                                  | <u>\$1,943,827 81</u> | <u>\$2,846,110 16</u> |
| Receipts for 1852.....           | \$1,943,827 81        |                       |
| Expenses.....                    | 1,329,388 85          |                       |
| Net profits, 1852.....           |                       | \$614,442 96          |
| Receipts for 1853.....           | \$2,846,110 16        |                       |
| Expenses.....                    | 1,700,000 00          |                       |
| Net profits, 1853.....           |                       | <u>\$1,146,110 16</u> |
| Increased profits over 1852..... |                       | \$531,667 20          |

The receipts and expenditures for the month of December are partly estimated, but the actual results will not materially vary from the above.

## PORT OF PHILADELPHIA.

Foreign arrivals during the year 1853.

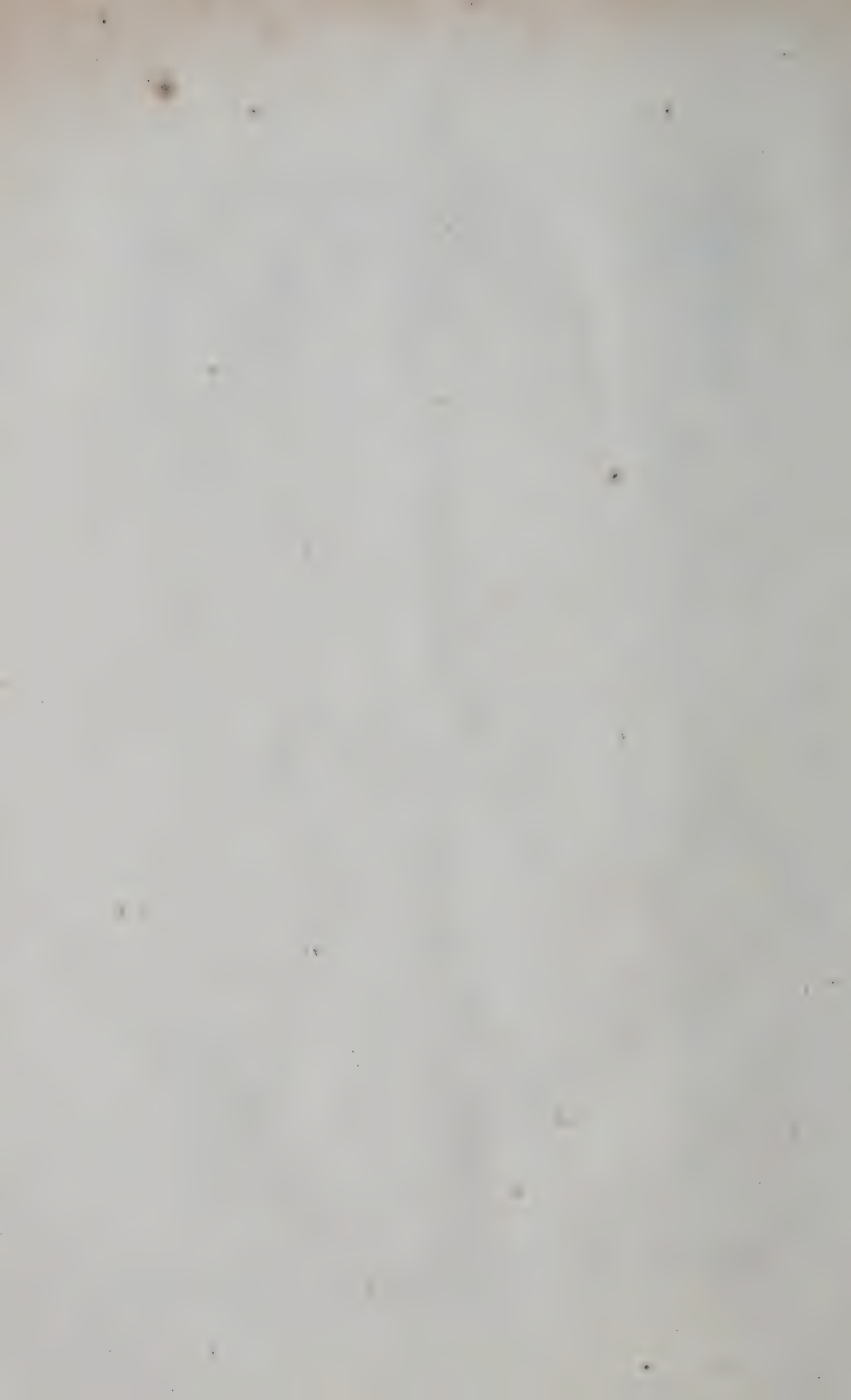
|                | Ships.     | Barks.     | Brigs.     | Schrs.    | Total.     |
|----------------|------------|------------|------------|-----------|------------|
| January.....   | 4          | 10         | 4          | 1         | 19         |
| February.....  | 9          | 15         | 13         | 6         | 43         |
| March.....     | 14         | 17         | 29         | 13        | 73         |
| April.....     | 8          | 11         | 20         | 9         | 48         |
| May.....       | 7          | 22         | 20         | 11        | 60         |
| June.....      | 15         | 14         | 24         | 8         | 61         |
| July.....      | 7          | 13         | 24         | 11        | 55         |
| August.....    | 11         | 12         | 22         | 6         | 51         |
| September..... | 13         | 14         | 18         | 3         | 48         |
| October.....   | 13         | 13         | 7          | 8         | 41         |
| November.....  | 11         | 14         | 12         | 6         | 43         |
| December.....  | 7          | 8          | 6          | 3         | 24         |
|                | <u>119</u> | <u>163</u> | <u>199</u> | <u>85</u> | <u>566</u> |

The steamships City of Glasgow, Capt. Wylie, and the City of Manchester, Capt. Leitch, each arrived from Liverpool seven times during the year.

## ARRIVALS COASTWISE DURING THE YEAR 1853.

|                | Ships. |     | Barks. |      | Brigs. |      | Schrs. |       | Sloops. |  | Steam'rs. |  | Barges. |  | Boats. |  | Total. |
|----------------|--------|-----|--------|------|--------|------|--------|-------|---------|--|-----------|--|---------|--|--------|--|--------|
| January.....   | 1      | 9   | 12     | 66   | 68     | 37   | 17     | 28    | 238     |  |           |  |         |  |        |  |        |
| February....   | 1      | 7   | 15     | 105  | 78     | 47   | 40     | 69    | 362     |  |           |  |         |  |        |  |        |
| March .....    | 4      | 14  | 13     | 370  | 162    | 62   | 227    | 421   | 1273    |  |           |  |         |  |        |  |        |
| April .....    | 1      | 9   | 16     | 388  | 187    | 91   | 728    | 861   | 2281    |  |           |  |         |  |        |  |        |
| May.....       | 3      | 15  | 24     | 576  | 258    | 116  | 632    | 1092  | 2716    |  |           |  |         |  |        |  |        |
| June.....      | 1      | 10  | 52     | 703  | 393    | 118  | 618    | 1299  | 3144    |  |           |  |         |  |        |  |        |
| July .....     | 1      | 9   | 70     | 774  | 267    | 126  | 811    | 1238  | 3196    |  |           |  |         |  |        |  |        |
| August.....    | 5      | 11  | 116    | 825  | 341    | 129  | 809    | 1222  | 3458    |  |           |  |         |  |        |  |        |
| September...19 | 8      | 71  | 736    | 455  | 111    | 724  | 1283   | 3408  |         |  |           |  |         |  |        |  |        |
| October.....22 | 6      | 48  | 640    | 516  | 101    | 822  | 1564   | 3719  |         |  |           |  |         |  |        |  |        |
| November...16  | 5      | 59  | 699    | 522  | 98     | 701  | 1210   | 3310  |         |  |           |  |         |  |        |  |        |
| December...22  | 6      | 33  | 443    | 461  | 79     | 496  | 811    | 2351  |         |  |           |  |         |  |        |  |        |
|                | 96     | 109 | 529    | 6325 | 3709   | 1135 | 6525   | 11098 | 29456   |  |           |  |         |  |        |  |        |





# ALPHABETICAL

## LIST OF MEMBERS

OF THE

## PHILADELPHIA BOARD OF TRADE, 1854.

### A.

Alburger, J. T., 200 S. Front.  
Abbott, Chas. H. & George, 16 N. 4th.  
Allen, J. B. A. & S., 7 & 8 S. Wharves.  
Adams, (Chas. J.) & Co., 45 N. Water.  
Ayres, (Geo. R.) & Co., 58 N. Wharves.  
Arnold & Nesbourn.  
Abbot, Johnes & Co., 153 Market.  
Anspack, Bro. & Co., N. W. cor. 3rd & Cherry.  
Atkinson, Charles, N. E. cor. South & Water.  
Atkins & Co., 227 Market.  
Addicks, Van Dusen & Smith, 159 Market.  
Apple, (Henry) & Sons, 59 South Water.  
Allibone & Jenks, 16 N. Wharves.  
Atwood & Co., 162 Market.  
Austin, Jno. B., Southwark Bank.  
Alexander, W. G. 46 S. Wharves.  
Archer & Warner, 119 Chestnut.  
Adams & Co., 116 Chestnut.  
Ashton, Geo. H. 294 Market.  
Andrews & Morris, 77 S. Front.

### B.

Baldwin, (Stephen) & Co., S. W. corner Front & Walnut.  
Beidelman, D., 273 Market.  
Brown, (David S.) & Co., 38 & 40 S. Front.  
Brown, (Wm. H.) & Co., 108 Market.  
Boller, Henry J., 40 Walnut.  
Butcher & Bros., 112 N. Front.  
Brock, (John) Sons & Co., 97 & 99 N. 3rd.  
Bishop, Simons & Co., 36 N. Wharves.  
Barnet, Nesbit & Garretson, 62 N. Wharves.  
Boyd, (William S.) & Co., 13 S. Water.  
Brown, Roger, 323 Market.  
Binghams & Dock, 276 Market.  
Browns & Bowen, 55 Chestnut.  
Bennett, Martin & Co., 20 & 22 N. Front.

Bagaley, Woodward & Co., 221 Market.  
Buck, Francis N., 80½ Walnut.  
Baird, Henry C., 7 Hart's Buildings.  
Budd & Comly, 139 Water.  
Baldin & Price, 31 N. Wharves.  
Bullock, (Benjamin) & Co., 32 N. 3rd.  
Burton, Robert, 91 S. Wharves.  
Bunn, Raiguel & Co., 91 N. 3rd.  
Bonnaflon, S., S. W. Front & Chestnut.  
Beck, Dr. Charles F., 310 Chestnut.  
Baker, (John C.) & Co., 100 N. 3rd.  
Buzby & Co., 365 Market.  
Barcroft, Beaver & Co., 163 Market.  
Brown, (John H.) & Co., 125 Market.  
Brooks & Roach, 24 Chestnut.  
Benners, George & James, 117 N. 2nd.  
Bacon & Hallowell, 173 Market.  
Buehler, (M.) & Brother, 195 Market.  
Brook, Tyson & Rehn, 140 Market.  
Bowlby & Brenner, 25 N. 5th.  
Bibighaus, S. H., 166 N. 3rd.  
Browning & Brother, 28 N. Front.  
Brown & Godwins, 78 S. Wharves.  
Burgin & Sons, 26 N. Front.  
Bucknor, McCammon & Co., 41 N. Water.  
Borie, Charles & H. 63 Dock.  
Blanchard & Lea, S. E. cor. 4th & Chestnut  
Benner & Bro., 31 S. Wharves.  
Baker & Stetson, 43 N. Wharves.  
Bowen, Smith, 80 Chestnut.  
Biddle, (Thos.) & Co., Girard Building.  
Badger, Wm. 110 S. 3rd.  
Brincklé, Jno. R., Delaware.  
Brebant, John J., 89 S. 3rd.  
Brown, Wm., Filbert W. of Broad.  
Buehler, Tobias, 20 Commerce st.  
Berg, Leon, 26 Bank st.  
Biddle, E. C. & J., 6 S. 5th st.  
Benners, H. B. & J. M., 25 S. Front.  
Backus, F. R., Sec'y Lehigh Crane Works  
Baird, (Wm. M.) & Co., 53 S. Wharves.  
Burton & Reed, N. E. cor. Front & Arch.  
Bunting, Samuel C., 70 Dock.  
Burkhardt, Geo. J., Broad & Buttonwood.  
Bernadon, G. W. & Bro., 103 S. Whfs.  
Birch, Thomas, 15 Cherry, E. Sch. 6th.

## C.

Cope, Thomas P. 272 Spruce.  
 Cope, (Henry & A.) & Co., 1 Walnut.  
 Cope, (Caleb) & Co., 183 Market.  
 Cadbury, Joel, 32 S. Front.  
 Childs, Cephas G., 11 Bank Alley.  
 Chandler, Joseph R., 109 N. 10th.  
 Campbell, H. & J. R., 94 Market.  
 Colwell & Co., 111 N. Water.  
 Curtis & Hand, 41 & 43 Commerce.  
 Cooley, A. B., 57 S. Wharves.  
 Cattell, (Alexander G.) & Co., 23 N. Water.  
 Carson & Newbold, 39 S. Wharves.  
 Carpenter, (George W.) & Co., 301 Market.  
 Cuthbert, Allen, 22 S. 8th.  
 Catherwood, (H.) & Son, 62 N. 2nd.  
 Collins, William M. 15 Minor.  
 Campbell, (C. B.) & Co., 109 N. Water.  
 Churchman, Charles W., 30 S. Front.  
 Conrad & Roberts, 123 N. 3rd.  
 Cummings, Alexander, 50 S. 3rd.  
 Clark & Aull, 13½ S. Front.  
 Culin, A. J., 17 N. Wharves.  
 Chaffee & Stout, 164 Market.  
 Cummings, William, 77 S. Wharves.  
 Casseday (James) & Son, 121 S. Water.  
 Coates & Brown, 43 Market.  
 Coleman, Nicholas, 565 N. Front.  
 Carpenter, W. & F., 267 Chestnut.  
 Clark, Ephraim, 295 Market.  
 Carson & Helmuth, 65 S. Front.  
 Caldwell, & Green, 49 North Water.  
 Cochran & Russell, 32 N. Wharves.  
 Cabeen & Co., 65 N. Wharves.  
 Camblos & Bro., 26 S. 3rd.  
 Comegys, B. B., Philadelphia Bank.  
 Craige, Seth, 12th & Washington.  
 Carstairs, James, 112 S. Wharves.  
 Craige, Thos. H. & Co., Howard & Jefferson.  
 Craig, (A. C.) & Co., 80 S. Front.  
 Craig & Bellas, N. W. Cherry & Broad.  
 Crissy & Markley, Goldsmiths' Hall.  
 Cadwalader, John, 114 S. 4th.  
 Cornelius, Baker & Co., 176 Chestnut.  
 Chur, A. J., 9 Bank Alley.  
 Cummings, Chas. H., cor. Race & Water.  
 Coffin, Arthur G., Ins. Co. N. America, Walnut st.  
 Cake, Jacob F., 3 Market.  
 Cowperthwait, Joseph, 44 Walnut.

## D.

Dallett, Brothers, 96 S. Wharves.  
 Dufour, George, 16 Walnut.  
 Derbyshire, (A. J.) & Co., 65 N. Water.  
 Devereux, John, 79 S. Wharves.  
 Diehl, J. H., 46 Walnut.  
 Dulles & Aertsens, 8 S. Front.  
 De Coursey, Lafourcade & Co., 149 High.  
 Devereux, James, 86 S. Wharves.  
 Da Costa, G. T., 73 N. Water.  
 Deland & Grant, 40 S. Wharves.  
 Dilworth, Branson & Co., 59 Market.  
 Deal, Milligan & Co., S. W. cor. 6th and Market.

Desilver & Thomas, 73 Chestnut.  
 Darrah, R. K., 17 Chestnut.  
 Duffee, Francis H., 82 S. 3rd.  
 Devine, (Mark) & Co., N. E. cor. 2nd & Green.  
 Drayton, Wm. H., 92 S. 4th.  
 Duval, (P. S.) & Co., 293 Walnut.  
 Davis, (E. M.) & Co., 15 Bank st.  
 Donnell, Jas. C., Cash'r Bank Commerce.  
 Denney, Wm., Queen st. Wharf.  
 Dale, Edw. C., 383 Spruce.  
 Drexel & Co., 34 S. 3rd.  
 Dauenhower & Harris, 45 N. Front.  
 Dawson & Hancock, 52 S. Front.  
 Douredoure & Delbert, Market st. Wharf, Schuylkill.

## E.

Eldridge, Levi, 7 N. Wharves.  
 Elliot, Hugh, 14 N. 4th.  
 Earp, George, 56 N. Wharves.  
 Ely, John, S. E. cor. 3rd & Arch.  
 Edwards & Jenness, 6 N. Front.  
 Eyre, Franklin.  
 Ellmaker, P. C., 46½ West.  
 Etting, (E. J.) & Brother, 46 N. Wharves.  
 Ewing, Robert, 31 Chestnut.  
 Elwyn, Dr. A. L., 414 Walnut.  
 Earps, Haven & Tucker, 63 S. Front.  
 Earp & Young, 97 S. Wharves.  
 Edwards, Sanford & Co., 116 Chestnut.  
 Evans & Quincey, 201 Market.

## F.

Farnum, (John) & Co., 26 S. Front.  
 Farnum, (Henry) & Co., 12 Chestnut.  
 Fullerton, Alexander, 264 Spruce.  
 Fraley, Fred. 72 Walnut.  
 Furness, Brinley & Co., 68 & 70 Market.  
 Figuera, Stoeve & Langstroth, 43 Walnut.  
 Fearons & Smith, 15 S. Water.  
 Fisher, Morgan & Co., 56 N. Wharves.  
 Pithian, Jones & Co., 77 High.  
 Farnum, Larned & Co., 29 Chestnut.  
 Field & Langstroth, 166 Market.  
 Fassitt & Co., 48 Market.  
 Faust & Winebrenner, 45 N. 3rd.  
 Forepaugh, William F., 4th & Race.  
 Feltus, Zimmerling, & Co., N. E. Race and Crown.  
 Fisher, Charles Henry, 7 Library.  
 Fahnestock, (B. A.) & Co.  
 Flowerfelt, Armstrong J.  
 Felton, Sam'l M., Pres't W. & Baltimore R. R. Co.  
 Fell, (C. J.) & Bro., 64 S. Front.  
 Frishmuth & Bro., 105 N. 3rd.  
 Flemming, W. W., 95 S. Front.



## G.

Grant & Stone, 33 S. Wharves.  
 Grigg, John, 9 N. 4th.  
 Gillespie & Holmes.  
 Godley, Jesse, 4 Phoenix Block.  
 Gans, Leberman & Co., 16 N. 3rd.  
 Goff & Peterson, 12 N. 4th.  
 Gaul, Frederick, New Market & Callowhill  
 Grant & Twells, 33 S. Wharves.  
 Graham, (N. H.) & Co., 3 N. Water.  
 Gillespie & Robinson, S. W. cor. 11th &  
 Market.  
 Gaw, Macalester & Co., 43½ Walnut.  
 Godwin & Mellon, 73 S. Wharves.  
 Garsed, (R.) & Bros., Frankford.  
 Gray, Robert E., N. W. 9th & Mulberry.  
 Greble, Edwin R., Chesnut, W. Schuylkill  
 6th.  
 Grubb, Jos. C., 76 Market.  
 Gerhard, Benj, 100½ S. Front.  
 Grant, (C. H.) & Co., S. E. Chestnut &  
 Front.  
 Garrison, (John) & Co., 38 Walnut & 43  
 Dock.  
 Gibbons, Francis, No. 3 Strawberry.

## H.

Hacker, Lea & Co., 32 & 34 Chestnut.  
 Hoopes, Thomas P., 2 S. 5th.  
 Hallowell, (Morris L.) & Co., 147 Market.  
 Hallowell, Caleb W., 143 Market.  
 Hart, James H., 221 Vine.  
 Hart, W. B., 388 Chestnut.  
 Haddock, Daniel, Jr., 164 Market.  
 Howell & Brothers, 156 Chestnut.  
 Heron & Martin, 37½ N. Wharves.  
 Horstmann, (Wm. H.) & Sons, 51 N. 3rd.  
 Hay, Samuel T., Richmond bel. Hunting-  
 don.  
 Harris & Leech, 13 & 15 S. 3rd.  
 Hamman, Snyder & Co., 148 Market.  
 Heaton & Denckla, 33 Commerce.  
 Hacker, Wm. P. & Geo. W., 60 N. 2nd.  
 Howell, Wm. T., 181 Market.  
 Hodgson & Keen, 5 S. Wharves.  
 Harrison, Brothers & Co., 43½ S. Front.  
 Hill, Marshall, 40 N. Front.  
 Hollingshead, White & Co., 38 N. Whfs.  
 Hanson, (J. B.) & Co., 31 N. Wharves.  
 Hays & Smith, Willow st. Wharf.  
 Hoskins, Hieskell & Co., 213 Market st.  
 Henzey, Clothier & Martins, Market ab. 5th  
 Hirst, E. J., 33 S. Wharves.  
 Howard, Philip R., 83 Walnut.  
 Hildeburn, (John M.) & Co., 39 N. Water  
 Humphreys, Sterne, 125 S. Front.  
 Hollingsworth, (Thos. G.) & Son, 53 Wal-  
 nut.  
 Humphreys, Hoffman & Koons, N. Whfs.  
 Hawes, Chas. R., 8 N. 3rd.  
 Harding, Jno., Jr., 29 S. Front.  
 Hurst, Edward, 5 Library  
 Hart, Abraham, cor. 4th & Chestnut.  
 Harding, Jesper, 57 S. 3rd.  
 Harris, M. R., Third and Arch.

## I.

Iungerich & Smith, 39 N. 3rd.

## J.

Jeanes, Isaac, 6 Chestnut.  
 Jordan & Brother, 121 N. 3rd.  
 Jenks & Ogden, 106 N. 3rd.  
 James, Kent & Santee, 147 N. 3rd.  
 Janney, (B. S., Jr.) & Co., 237 Market.  
 Jones, Wm. D., 77½ Market.  
 Jones & Allen.  
 Jayne, (D.) & Son, 84 Chestnut.  
 Jones, Joseph, 57 S. 4th.  
 Jamison, (Sam'l) & Son, Norristown.  
 Jackson & Wiltbank, 65 Chestnut.  
 Jaureche & Carstairs, 86 S. F

## K.

Kennedy, (J. M.) & Co., 40 N. Wharves.  
 Knight, E. C., S. E. cor. Water & Chestnut  
 Knorr & Nece, 11 N. 4th.  
 Koons & Heinman, 107 N. 3rd.  
 Kerr, Alexander, 38 S. Wharves.  
 Kelly, Charles, Kellyville, Delaware Co.  
 Kelly, Dennis, " "  
 Kester, John W., 5 Bank st.  
 Knight & Bell, 26 S. Wharves.  
 Knight, Reeve L., 148 S. 2d.

## L.

Laguerenne, P. L., 59 S. Front.  
 Lovering, (Joseph S.) & Co., 27 Church  
 Alley.  
 Lewis, A. J., 30 Chestnut.  
 Lewis, Lawrence, Jr., 37 S. Wharves.  
 Levering & Brother, 67 S. Front.  
 Lippincott, Aaron S., 4 S. Front.  
 Loper, R. F., 53 S. Wharves.  
 Ludwig, Kneedler & Co., 28 N. 3rd.  
 Lewis, (John A.) & Co., S. E. cor. Front  
 & Walnut.  
 Levy, (L. J.) & Co., 134 Chestnut.  
 Lottimer, Large, Ellery & Co., 80 Chestnut  
 Lancaster, Jacob B., Spruce st. Wharf.  
 Landell, George A., 22 N. Water.  
 Lukens, Milton J., 102 Market.  
 Lennig, (F.) & Co., 58 S. Front.  
 Lippincott, Grambo & Co., 20 N. 4th.  
 Longstreth & Brother, 8 N. 3rd.  
 Lefevre, Black & Co., 71 & 72 S. Whfs.  
 Lewis, James & Co., 135 S. Front.  
 Lacey & Phillips, 12 & 14 S. 5th.  
 Lewis, Edwin M., Cashier Farmers' &  
 Mechanics' Bank.  
 Locke, (Z.) & Bro., 350 Market.

Linnards & Co., S. W. 11th & Fitzwater.  
 Lammet, (D.) & Son, Pennsgrove, Del. Co.  
 Lippincott, (Geo.) & Co., 17 N. Water.  
 Leiper, Wm. J., 21 Walnut.  
 Lewis, Wm. D., 73 S. 4th.  
 Leslie, Jas. M., 80 S. Front.  
 Lewis, Edward & Co., 11 Commerce.  
 Lex & Kirkpatrick, 73 Vine.

## M.

Mercer & Antelo, 21 S. Wharves.  
 Morton, Samuel C., 72 Walnut.  
 Miller, (Daniel L., Jr.) & Co., 56 S. Front.  
 Maison, Peter, 134 N. Front.  
 Morris, Jones & Co., S. W. cor. Sch. 7th  
 & Market.  
 McCutcheon & Collins, S. side Chestnut st.  
 Wharf.  
 Michener, (J. H.) & Co., 19 S. Water.  
 Mason, (John) & Co., 92 S. Wharves.  
 Morris, Wm. J., 6 Chestnut.  
 Merrick, (S. V.) & Son, Washington bet 5th  
 & Broder, 150 N. 3rd.  
 McHenry, (George) & Co., 37 Walnut.  
 Morris, (Isaac P.) & Co., 39 Walnut.  
 Myers, Clugston & Co., S. W. cor. Bank  
 & Market.  
 Musser, (Wm.) & Co., 303 Market.  
 Miller, R. B. & J. W., 111 N. 3rd.  
 McFarland, Evans & Co., 106 Market.  
 Martine & Reguel, 124 N. 3rd.  
 McMichael & Bird, 60 S. 3rd.  
 Magarger & Co., 30 Commerce.  
 Martin, Morrell & Co., 34 N. 4th.  
 Martins & Camm, 40 S. Front.  
 Martin, Cullen, 108 S. Front.  
 McKean, Burre & Co., 46 Dock.  
 Moore, Henry & Co., 181 Market.  
 Mingle, P. B., 21 Market.  
 Moore & Campion, 161 S. 2nd.  
 Moss, E. L., 80 Walnut.  
 Milne, David, 29 Church Alley.  
 Moore, (Carleton K.) & Co., 110 N. 3rd.  
 McDanders, John, Faragher Buildings.  
 Mason, (James S.) & Co., 106 Front.  
 Miller, (Jas.) & Co., 81 Dock.  
 Meredith, Wm. M., No. 9 York Buildings.  
 McArthur, John, Jr., 16 Mercantile Li-  
 brary Building.  
 Morris, Anthony P. & J. H., 356 Mulberry.  
 Manderson & Lammet, 17 Chestnut.  
 McMullin, Jno. S., N. W. cor. Sch. 6th &  
 Filbert.  
 Mercer, Singleton A., Pres't Farmers' &  
 Mechanics' Bank.  
 McBride, Andrew, Kensington.  
 McFadden & Gass, 7 Bank.  
 Mecke & Leppien, 26 S. 2nd.  
 Motz & Boehn, 64 N. Front.  
 Macomber, Cass, 37 S. 4th.  
 McNaughton, Sayder & White, 249 Mar-  
 ket.  
 Maconey, M. B., 42 & 44 N. Front.  
 Montgomery, John C., N. E. 10th & Fitz-  
 water.

## N.

Neall, Barrett & Co., 81 S. Wharves.  
 Newlin & Marshalls, 131 Market.  
 Newell, (Wm.) & Son, 3 S. Water.  
 Newlin, Robert, 80 N. 2nd.  
 Newbold, (Wm. H.) & Son, S. E. Dock  
 & Walnut.  
 Needles, Sam'l R., 425 Arch.  
 Newlin, Wm. P., 17 S. Wharves.  
 Neff, Robert K., 25 S. Wharves.  
 North, Chase & North, 145 N. 2nd.

## O.

Odenheimer & Cook, 68 S. Front.  
 Ohl, (John F.) & Son, 106 S. Wharves.  
 Oakenbridge, Alex. E., 9 Dock.

## P.

Patterson, (Robert) & Co., 109 and 110 S.  
 Wharves.  
 Platt, (Franklin) & Co., 19 N. Wharves.  
 Present, David W., 51 N. Wharves.  
 Peacock & Burton, 34 S. Wharves.  
 Foster, McKeever & Co., 30 N. Wharves.  
 Patterson, Wm. C., 109 S. Wharves.  
 Pount & Co., 41 N. Wharves.  
 Pearson, Davis & Co., 40 Walnut.  
 Peatson, J. F., 74 and 76 S. Wharves.  
 Polesky, Alexander, 30 Commerce.  
 Poustney, Cowan & Massey, N. W. cor.  
 10th and Filbert.  
 Perkins, T. J., 1 S. 9th.  
 Paul, Jas. W., 99 S. 4th.  
 Philier, Geo., Bank of Pennsylvania.  
 Potter, Thos. E., 41 Bank.  
 Palmer, Jonathan & Son, 74 Walnut.  
 Frost & Senat, Jayne's Building.  
 Parish, Geo. D., 70 Market.  
 Platt, (Wm.) & Son, S. W. Front and  
 Walnut.  
 Peyton, (Jesse E.) & Thomas S. Harvey,  
 S. W. co. Front and Walnut.  
 Price, Ed. K., 300 Arch.  
 Palmer, Jonathan & Co., Market st.  
 Wharf.

## R.

Raguel & Co., 126 & 128 N. 3rd.  
 Rockwell, Thomas C., 106 Market.  
 Ridgway, Thomas, 120 Chestnut.  
 Reed, Brothers & Co., 177 Market.  
 Rouvoudt & Stirk, 164 N. 3rd.

Richardson, Thos., N. W. cor. Front and Walnut.

Ripka, Joseph, 32 S. Front.

Reeves, Buck & Co., 45 N. Water.

Rowley, Ashburner & Co., 14 N. Wharves.

Reynolds, (John) & Co., 14 Pear.

Randolph & Jenks, S. E. cor. Front and Chestnut.

Richards & Miller, 92 S. Front.

Rex, Silvis & Co., 77 N. 3rd.

Rhodes, Wm. A., 3 Jones' Alley.

Robins, Powell & Co., 39 Chestnut.

Rue, John R., 78 S. Wharves.

Rice, John, 90 S. 4th.

Reed, William B., 98 S. Fourth.

Rudman, Wm. C., 121 Green.

Remington, Thomas P., 22 S. Front.

Rutter & Patteson, 62 S. Front.

Rondet & Caulet, 33 St. John.

Rowley & Ritter, 55 N. Front.

Roney, Thomas., 245 N. 3rd.

Richardson, Thos. P., 80 S. Wharves.

Rowland, Kirkpatrick, 55 N. Wharves.

Relf, Chas. P., 70 S. Front.

Richards, (Geo. W.) & Son, 42 N. Front.

Robins, Thos., Pres't Philadelphia Bank.

Reath, Thos., Broad ab. Locust, W. side.

Robinson, (H.) & Co., 66 S. Front.

Robertson, Archibald, 101 Walnut.

Rogers, Sinnickson & Co., 36 Walnut.

## S.

Smith, (William S.) & Co., 69 S. Whfs.

Siter, Price & Co., 133 Market.

Sharpless, (Townsend) & Son, 32 S. 2nd.

Smith, Murphy & Co., 97 Market.

Smith, Isaac R., 276 Walnut.

Smith, Field & Co., 81 S. Front.

Steel, (James) & Co., S. W. cor. Broad and Cherry.

Sailor & Sank, 15 N. Wharves.

Steen, Garrett & Co., 180 Market.

Stuart, Brother, 13 Bank Alley.

Spangler, C. E., 86½ S. Front.

Scull, (David) & Son, 45 Market.

Savery, & Co., 41 & 43 Commerce.

Steiner, & Co., 32 Church Alley.

Shields & Miller, 79 N. 3rd.

Seiger, Lamb & Co., 43 N. 3rd.

See, Richard H., 333 Spruce.

Stroup & Brother, 12 N. Wharves.

Souder, (E. A.) & Co., 3 Dock.

Smith, Robert, 5th & Minor.

Shober, Bunting & Co., 14 S. Wharves.

Siter, James & Co., Broad ab. Arch.

Struthers, Wm., 360 Market.

Sellers, E. M., 135 Market.

Shultz, Martin & Co., 21 Strawberry.

Sharpless, W. P. & A., 8 S. Sch. 5th.

Stevenson, J. H., 77 S. Front.

Smith, Richard S., Union Ins. Co., 3rd and Walnut.

Smith, R. Rundle, 90 S. 4th.

Swartz & Spangler, 176 N. Front.

Smith, Jas. S., Jr., 96 S. 4th.

Sloan, Henry, 28 S. Water.

Stone, (John) & Son, 45 S. 2nd.

Sheppard & Vanharlingen, 274 Chestnut.

Sill, Arnold & Leonard, 52 Chestnut.

Smythe, Samuel, 35 S. Water.

Sowers & Smith, 141 Market.

Stevenson, Wm. C., 300 S. 2d.

## T.

Toland, Robt., 180 Market.

Thomas & Martin, 61 Chestnut.

Thompson, N. B., 47 N. Water.

Thompson, William R., 74 & 76 S. Front.

Taylor, William, 29 S. Water.

Taylor, Gillespie & Co., 7 & 9 S. Water.

Tredick, Stokes & Co., 18 S. Front.

Tustin & Shewell, 24 S. Water.

Throckmorton, Green & Co., 99 Market.

Trucks, (John) & Co., 17 N. 5th.

Tucker, John, Reading R. R. Office 4th and Willing's Alley.

Tobias, (S.) & Son, 88 & 90 S. Front.

Trotter, (Nathan) & Co., 39 N. Front.

Tingley, Benj. W., 10 Chestnut.

Taylor & Paulding, 96 Market.

Truitt, Brother & Co., 169 & 171 Market.

Thomson, Wm. & G.

Tillinghast, T. D., 112 Market.

Tyler, (F.) & Co. 76 Walnut.

Thompson, Clark & Young, 74 & 76 S. Front.

Thompson, A. W., Spruce W. of Broad.

Thompson, Potter & Newkirk, 179 Market

Townsend, Samuel, 35 S. 2nd.

Thomson, John Edgar, 70 Walnut.

Taylor, (Robert) & Co., 32 Walnut.

Thomas, (Moses) & Sons, 67 & 69 S. 4th.

Troutman, Geo. M., Cash'r West'n Bank.

Tiers, (John) & Co., S. E. Front & Chestnut

Tiers, (C) & Son, Front below Reed.

Tatham & Bros., 1st Wharf below South.

Tete, Francis, 28 Walnut.

Tisdall, (Chas.) & Son, 136 S. Front.

Trexler & Bush, 230 N. 3rd.

Tenbrook & Bro., 17 S. Water.

Torrey, H., 50 S. 3rd, third story.

## V.

Vezin, Charles, 10 Strawberry.

Van Brunt & Fitzgerald, 11 N. Water.

Vaughan & Lynn, Beach & Palmer, Ken.

Vetterlein, (T. H.) & Co., 231 N. 2nd.

## W.

Wood, Bacon & Co., 127 Market.

Wain, Leaming & Co., 28 S. Front.



Worrels, Coates & Co., 11 Bank.  
 Waln, (S. Morris) & Co., 35 & 36 S. Whfs  
 Wainwright, Huntington & Floyd, 152  
 Market.  
 Wood & Erringer, 37 Chestnut.  
 Wurts, Austie & M'Veigh, 129 Market.  
 Williamson, Taylor & Co., 73 Market.  
 Weaver, (George J.) & Co., 19 N. Water.  
 Wattson, (Thomas) & Sons, 45 N. Whfs.  
 Wallace, Nicholas, Race st. Wharf.  
 White, Henry, 21 S. Water.  
 Welsh, Samuel & W., 50 S. Wharves.  
 Wright, A. & J., Vine st. Wharf.  
 Waldron, Nathaniel, 5 S. Wharves.  
 Waterman & Osbourn, N. W. cor. 2nd. &  
 Arch.  
 Whitaker, Jos. & G. P., 147 N. Water.  
 Woodward, Jas. S. & Sons, 24 N. Front.  
 Workman & Co., 81 S. Front.  
 Wilson, (Charles T.) & Co., 8 & 12 S. Water  
 White & Vansyckels, 136 N. 2nd.  
 Wainwright, Wm., N. E. cor. 2nd & Arch  
 Wright, (Peter) & Sons, 9 S. Front.  
 Whelan, (J. G.) & Co., 213 Market.  
 Williams (Richard) Son & Co., 91 Market.  
 Wood & Oliver, 131 Market.

Wilson, Brown & Co., 19 Chestnut.  
 Watson, George W., Chestnut ab 12th.  
 Welling, Charles H., 18 Chestnut.  
 Wiener, Heinrich, 36 Chestnut.  
 Wells, John H., 108 N. 3rd.  
 West, Fobes & Lloyd, 63 Chestnut.  
 Weaver & Taylor, 29 S. Wharves.  
 Witmer, (Jacob) & Son, 428 Market.  
 Watt, J. & D.  
 Wescott, Gideon G., 143 Market.  
 Wolfe, Erasmus D., 179 Market.  
 White, Warner & Co., 96 S. Front.  
 Woelper, David, Spring Garden,  
 Wartman, (M.) & Co., 173 N. 3rd.  
 Wilmer, Cannell & Co., 72 Chestnut.

## Y.

Yarnall, (E. & C.) & Co., 39 Market.  
 Yarrow, John, 127 Market.  
 Yard, Gilmore & Co., 12 N. 3rd.

STATED MEETINGS  
OF THE  
DIRECTORS OF THE BOARD OF TRADE,  
DURING THE YEAR 1854.

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|         |              |         |                   |
|---------|--------------|---------|-------------------|
| Monday, | January 16.  | Monday, | August 21.        |
| "       | February 20. | "       | September 18.     |
| "       | March 20.    | "       | October 16.       |
| "       | April 17.    | "       | November 20.      |
| "       | May 15.      | "       | December 18.      |
| "       | June 19.     | "       | January 15, 1855. |
| "       | July 17.     | "       | February 19, "    |

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STANDING COMMITTEES FOR THE YEAR 1854.

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COMMITTEE ON INLAND NAVIGATION.

THOMAS P. HOOPES, *Chairman*.

|                   |                   |
|-------------------|-------------------|
| Samuel C. Morton, | Wm. C. Patterson, |
| Hugh Campbell,    | Oliver Fuller.    |

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COMMITTEE ON LIGHTS, BUOYS AND HARBORS IN DELAWARE  
BAY AND RIVER.

JOHN R. PENROSE, *Chairman*.

|                  |                 |
|------------------|-----------------|
| Francis R. Cope, | John Welsh, Jr. |
|------------------|-----------------|





# ARTICLES OF ASSOCIATION

## OF THE

### PHILADELPHIA BOARD OF TRADE.

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WHEREAS, a want of unity of action on subjects relating to trade and commerce, has been heretofore found to be a serious detriment to the interests of the community; *And whereas*, various commercial advantages, particularly in the communication with distant parts of our own country, are best obtained by united action, we therefore deem it important at this time, to form an ASSOCIATION in this City, which shall be called—“*The Philadelphia Board of Trade.*”

The general objects of the Association shall be to promote the Trade of the City of Philadelphia; to give a proper direction to all commercial movements; to extend the facilities of transportation, and generally to take all proper measures for advancing the interests of the mercantile community.

#### ARTICLE I.

The officers of this Association shall be a President, a first and second Vice President, a Treasurer, and Secretary, to be elected at the same time the Board of Directors are elected, and who shall serve for one year, and until others be chosen, and who shall be ex-officio members of that Board.

#### ARTICLE II.

This Association shall meet annually, on the first Monday in February. The President, or in his absence, either of the Vice Presidents, shall call a meeting of the Association, whenever requested by ten members in writing. *Provided*, that the first stated meeting under this Constitution shall take place on the third Thursday in April, 1834.

## ARTICLE III.

The affairs of this Association shall be managed by a Board of twenty-one Directors, to be chosen annually, by ballot, by the members of the Association, at the stated meeting in February, and shall have power to fill any vacancies which may occur in their body; not more than three-fourths of the number which shall be in office at the time of said election, shall be eligible for the ensuing year. The President, Vice President, Treasurer and Secretary, however, shall always be eligible for re-election. They shall continue in office one year, and until others be chosen, and shall have power to fill any vacancies which may occur in their body. Seven members shall constitute a quorum at any meeting of the Board of Directors.

## ARTICLE IV.

The Board of Directors shall meet statedly on the third Monday in every month, for the transaction of such business as may come before them; and at the stated meeting in February, shall lay before the Association a report of the proceedings of the past year.

## ARTICLE V.

The funds of the Association, in the hands of the Treasurer, shall always be subject to the control and disposition of the Board of Directors; but they shall have no power or authority to enter into any contract whatever, in behalf of the Association, nor are the members to be at any time accountable for any contracts made by the Directors of the Association beyond the funds in the hand of the Treasurer.

## ARTICLE VI.

The Board of Directors shall have power to make such By-Laws as may be deemed necessary, not inconsistent with this Constitution, and to employ a Secretary, not of their number, and to allow him such compensation as they may think proper.

## ARTICLE VII.

Nominations for membership in this Association, may be made by a member at any meeting of the Board of Directors, or of the Association, and three-fourths of the votes present shall be necessary for such election. Any member may have the privilege of becoming a member for life upon the payment of twenty-five dollars in advance.

## ARTICLE VIII.

An annual contribution of five dollars, shall become due and payable in advance, on the first day of November, and any member who neglects or refuses the payment of the said contribution for one year, shall not be permitted to vote; and should the payment of the same be omitted for two years, his right of membership in the Association shall be forfeited. Persons becoming members previous to the first of May, shall make the annual payment for the current year, but those becoming members after that period shall be exempt therefrom. The resignation of any member, not in arrears, shall be accepted by the Association or Board of Directors.

## ARTICLE IX.

Houses composed of one or more individuals, shall be considered as a single member of the Association, and entitled to one vote only.

## ARTICLE X.

Any alteration or amendment in these Articles shall be proposed at a stated meeting of the Board, or at a meeting of the Association, and shall be acted on at a subsequent meeting, to be approved of by two-thirds of the members present.





BY-LAWS  
OF THE  
BOARD OF DIRECTORS  
OF THE  
PHILADELPHIA BOARD OF TRADE.

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I.

THE Stated Meetings of the Board of Directors shall be held on the third Monday of every month.

II.

Special Meetings shall be called by the President, or, in case of his absence from the city, by either of the Vice Presidents, on the request, in writing, of the Committee for the Month, or of any five members of the Board. The Secretary shall insert in the notices of such meetings, the object of the call, and no other business shall be transacted, without the consent of three-fourths of the members present.

III.

The President of the Association, and in his absence the first named Vice President, and in the absence of both, the second named Vice President, shall preside at all meetings of the Board of Directors. In the absence of the President and Vice Presidents, the Board shall choose a Chairman.

IV.

The order of business at the stated meetings of the Board shall be as follows:

1. Roll call.
2. Reading Minutes of the preceding meeting or meetings.
3. Report of the Committee for the Month.
4. Report of Special Committees.
5. Unfinished business.
6. New business.

## V.

The Yeas and Nays upon any question, shall be called and entered upon the minutes, at the request of any two members.

## VI.

Every member who speaks, shall rise and address himself to the Chair. No member shall speak more than twice on the same subject, without the permission of the Board. The presiding officer shall decide all questions of order; but any member may appeal from his decision, and if the appeal be seconded, the Board shall decide, *but without debate*.

## VII.

The TREASURER shall receive all the funds of the Association, and shall disburse the same on orders drawn by the President and countersigned by the Secretary of the Board of Directors. *Provided always*, That no order shall be given for any account which has not been passed by the Board of Directors. He shall give bond to the President, with satisfactory security, in the sum of two thousand dollars, for the faithful discharge of his duties. He shall prepare an annual account of the receipts and disbursements, which shall be audited by the Committee for the Month, and laid before the Board of Directors, at their stated meeting next preceding the annual meeting of the Association. He shall report the balance in his hands at every stated meeting.

## VIII.

The Board shall elect by ballot a SECRETARY, who shall hold his office at the pleasure of the Board. His duties shall be to give notice of all the meetings of the Board of Directors, and to attend the same; to keep the minutes of the Board of Directors; to conduct all correspondence not otherwise committed; to copy into a book, kept for that purpose, all letters or correspondence of the Board of Directors, or the Association, by whomsoever conducted; to notify the members of their appointment on committees, and to furnish the Chairman of each committee a copy of the resolution under which the committee is appointed; to furnish copies of all papers or documents on file, and to copy all papers relating to the business of the Board of Directors or of the Association, when required by the Board or any of the Officers; to engross, in books kept for that purpose, the minutes of the Association and of the Committee for the Month; to keep an alphabetical list of the members of the Association, to col-



lect their subscriptions, and pay them over forthwith to the Treasurer; to report to the Board of Directors, at their stated meeting preceding the annual meeting of the Association, the names of all members who may be in arrears two years—having first given them one month's notice that it is his duty to do so; and to perform all such other duties as may be assigned him by the Association, the Board of Directors, or the Committee for the Month.

#### IX.

The President shall make a list of all the members of the Board of Directors (with the exception of the President and Treasurer,) who shall be divided into committees of three—each committee shall serve one month, and shall be called "The Committee for the Month." The first named three members shall be the committee for the first month, the next three for the succeeding month, and so on in succession.

#### X.

The duties of the Committee for the Month shall be, to examine and report all accounts to the Board of Directors—to receive and to report to the Board all such plans or suggestions as may be deemed important—and to attend to the ordinary business of the Board of Directors. The names of the committee for each month, shall be published by the Secretary of the Board of Directors, in such daily papers of this city as shall be named by the Board.

#### XI.

Any member absent at roll call shall pay a fine of twelve and a half cents, and if absent the whole time of meeting, twenty-five cents.

